March 21, 2018
NVTA Board of Directors
Meeting Handouts

1. **Draft NVTA Caltrans Report March 21 2018**

2. **March 7, 2018 Letter of Support for Regional Measure 3 (SB 595) form Citizen Advisory Committee (CAC)**

3. **PowerPoint Presentation - Item 10.1 State Route 37 (SR 3 Transportation and Sea Level Rise Corridor Improvement Plan**

4. **PowerPoint Presentation – Item 10.3 Legislative Update – Regional Measure 3**

5. **Regional Measure 3 Expenditure Plan**

1

PROJECT INITIATION DOCUMENT

EA 4J820
Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa
Scope: Bridge Replacement

EA 4J830
Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa
Scope: Bridge Replacement

EA 0K000
ADA Compliance; NAPA 29 PM 0.0/14.6 in County of Napa
Scope: Upgrade Pedestrian Facilities

EA 0K630
Bridge Rails; NAPA 29 PM 14.1/19.04 in County of Napa
Scope: Upgrade / Replace Bridge Rails

EA 2K150
Bridge Rails; NAPA 29 PM 28.43/29.3 in County of Napa
Scope: Upgrade / Replace Bridge Rails

EA 4J990
Storm Water Quality Improvement; NAPA 29 PM 32.0/33.0 in County of Napa
Scope: Improve water quality and fish passage

EA 0J890
5-Way Intersection; NAPA 121-PM 7.3 in City of Napa
Scope: Intersection Improvement

EA 2K810
Anti-Vandalism Measure; NAPA 29 121-PM 11.0/R21.0 in County of Napa
Scope: Replace Fencing

EA 0J760
Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa
Scope: Construct Class 1 Multiuse Path

EA 2K420
Storm Damage; NAPA 128 PM 9.2 in County of Napa
Scope: Construct RSP to prevent further slope washout.

ENVIRONMENTAL

EA 4J300
Pavement Preservation; NAPA 29-PM 29.3/36.9From York Creek Bridge to Junction Route 128 in Calistoga
Scope: Roadway/ Pavement preservation (CAPM)
Cost Estimate: $9,647 K Construction Capital
Schedule: **PAED:** 10/2019 **PS&E:** 04/2020 **RWC:** 10/2020 **RTL:** 11/2020 **CCA:** 06/2021

PID (Project Initiation Document) **PSR** (Project Study Report) **DED** (Draft Environmental Document)
PAED (Project Approval/ Environmental Document) **PSE** (Plans, Specifications, and Estimate)
RWC (Right of Way Certification) **RTL** (Ready to List) **CCA** (Construction Contract Acceptance)
ADV (Advertise Contract) **BO** (Bid Open) **AWD** (Award Contract)

EA 2J880
Garnett Creek; NAPA 29-PM 39.1 in County of Napa
Scope: Scour repair
Cost Estimate: $2,000 K Construction Capital
Schedule: **PAED:** 9/2018 **PS&E:** 02/2020 **RWC:** 3/2020 **RTL:** 4/2020 **CCA:** 12/2021

EA 2J770
Bridge Maintenance; NAPA 29, 121 and 128-Various Locations in County of Napa
Scope: Sub-structure rehabilitation and bridge scour mitigation
Cost Estimate: $1,000 K Construction Capital
Schedule: **PAED:** 04/2018 **PS&E:** 02/2020 **RWC:** 3/2020 **RTL:** 4/2020 **CCA:** 12/2021

EA 4J210
Capell Creek Bridge #21-0064; NAPA 121-PM 18.59 in County of Napa
Scope: Sub-structure rehabilitation and bridge scour mitigation
Cost Estimate: $1,400 K Construction Capital
Schedule: **PAED:** 9/2018 **PS&E:** 2/2020 **RWC:** 3/2020 **RTL:** 4/2020 **CCA:** 12/2021

EA 4G210
Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa
Scope: Remove existing triple box culvert and replace with a new bridge
Cost Estimate: $8.7M Construction Capital
Schedule: **DED:** 9/15/17 **PAED:** 3/2018 **PS&E:** 4/2019 **RWC:** 5/2019 **RTL:** 5/2019 **CCA:** 12/2025

EA 28120
Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa
Scope: Construct Flyover Structure at SR 221/29/12
Cost Estimate: $35M Construction Capital-**Not Programmed**
Schedule **DED:** 3/16/15 **PAED:** TBD

EA 4J410
Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon
Scope: Rehabilitate Culverts
Cost Estimate: $3,340K Construction Capital
Schedule: **DED:** 5/2020 **PAED:** 11/2020 **PS&E:** 12/2021 **RWC:** 5/2022 **RTL:** 6/2022 **CCA:** 9/2023

DESIGN

EA 4G840
Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa
Scope: Bridge Replacement
Cost Estimate: $12.1M Construction Capital
Schedule: **PAED:** 6/16/16 **PS&E:** 3/2018 **RWC:** 5/2018 **RTL:** 5/2018 **CCA:** 12/2021

EA 2J100
Construct Roundabout; NAPA 29-PM 11.36 in City of Napa
Scope: Cooperative Project to construct roundabout at northbound First St. Interchange.
Cost Estimate: $3.8M Construction Capital
Schedule: **PAED:** 7/18/16 **PS&E:** 3/2018 **RWC:** 4/2018 **RTL:** 4/2018 **CCA:** 12/2019

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EA 1G430
Conn Creek Bridge Scour Mitigation; NAPA 128 PM R7.4 on Silverado Trail in County of Napa
Scope: Replace Bridge at Conn Creek
Cost Estimate: $7.1M Construction Capital
Schedule: **PAED:** 10/5/15 **PS&E:**03/2018 **RWC:** 03/2018 **RTL:** 03/2018 **CCA:** 07/2020

EA 4G920
Tulucay Creek Bridge Repair; NAPA 121-PM 6.1/6.2 in City of Napa
Scope: Bridge Repair
Cost Estimate: $2.2M Construction Capital
Schedule: **PAED:** 10/19/16 **PS&E:** 03/2018 **RWC:** 04/2018 **RTL:** 04/2018 **CCA:** 06/2019

EA 2J570
Storm Damage; NAPA 121-PM 20.06 in County of Napa
Scope: Culvert and erosion repair
Cost Estimate: $1.8M Construction Capital
Schedule: **PAED:** 7/24/17 **PS&E:** 4/2018 **RWC:** 5/2018 **RTL:** 6/2018 **CCA:** ~~11/~~2019 6/2020

CONSTRUCTION

EA 4G490
Concrete Barrier; NAPA 29 PM 11.9 at Solano Ave. Southbound Onramp in City of Napa
Scope: Install Concrete Barrier (Type 60)
Cost Estimate: $1.3M Construction Capital
Schedule: **PAED:** 1/06/16 **RTL:** 3/2/17 **AWD**: 10/11/2017(FBD Vanguard Const) **CCA:** 12/2018

EA 4H200
Pavement Preservation; NAPA 29-PM 13.5/25.5 from 0.4 mile north of Trancas St. to Mee Ln. in County of Napa
Scope: Resurface existing pavement
Cost Estimate: $17.1M Construction Capital
Schedule: **PAED:** 1/29/16 **RTL:** 6/14/17 **AWD:** 11/30/17 (Ghilotti Bros Inc) **CCA:** 12/2019

EA 3J740
Wooden Valley Earthquake Damage; NAPA 121-PM 14.80 in County of Napa
Scope: Earthquake damage permanent restoration/ Install anchored wire mesh
Cost Estimate: $891K Construction Capital
Schedule: **PAED:** 8/15/17 **RTL:** 9/15/17 **ADV:** 2/5/18 **BO:** 03/2018 **AWD:**04/2018 **CCA:** 11/2018

EA 3G140
ADA Curb Ramps; NAPA 29 and 128; in City of Calistoga
Scope: Upgrade and construct curb ramps at various locations.
Cost Estimate: $1.4M Construction Capital
Schedule: **PAED:** 4/29/16 **RTL:** 7/3/17 **ADV:** 12/18/17 **BO**: 01/30/18 **AWD:** 03/2018 **CCA:** 11/2018

EA 2A320
Sarco Creek Bridge Replacement; NAPA 121 PM 9.3/9.5 near City of Napa In County of Napa
Scope: Replace Bridge at Sarco Creek
Cost Estimate: $9.7M Construction Capital
Schedule: **PAED:** 6/28/12 **RTL:** 4/21/16 **AWD:** 12/1/16 Ghilotti Const. **CCA:** 12/2018

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EA 3G641
Napa River Bridge Scour Mitigation; NAPA 29 PM 37.0 in City of Calistoga
Scope: Replace Bridge at Napa River Bridge
Cost Estimate: $9.2M Construction Capital
Schedule: **PAED:** 2/9/15 **RTL:** 6/30/16 **AWD:** 3/17/17 (Valentine Corp.) **CCA:** 12/2019

ACTION ITEMS:

NAPA VALLEY TRANSPORTATION AUTHORITY

CITIZEN ADVISORY COMMITTEE MEMBERS

Michael Baldini, Chair
Ashish Khair, Vice Chair
Christina Benz
Nicole Cummings
Jean-Vincent Deale
Catherine Heywood
Larry Kromann
Scott Owens
Jennifer Palmer
Matthew Schmitz
Samantha Smith
Doug Weir

March 7, 2018

Chair Peter White
NVTA Board
625 Burnell Street
Napa, CA 94559

Re: Regional Measure 3 (SB 595)

Dear Chair White:

The Napa Valley Transportation Authority's Citizen Advisory Committee (CAC) would like to express support for the upcoming Regional Measure 3 ballot measure. The Citizen Advisory Committee is made up of many interest groups ranging from the business community to non-profits and agricultural/winery representatives and serves in an advisory capacity to the NVTA Board of Directors.

The CAC believes Regional Measure 3 will help fund critical transportation infrastructure needs and greatly reduce congestion in Napa County and other North Bay corridors important to members of our community. We urge the NVTA to take a position of support.

Thank you for your consideration of this important opportunity to help alleviate bridge corridor congestion and support imperative infrastructure projects in Napa County. If you have any questions regarding the CAC's recommendation to support RM 3 please contact me at michaelbaldini@yahoo.com.

Sincerely,

Michael Baldini
NVTA CAC Chair

State Route 37 Transportation and Sea Level Rise Corridor Improvement Plan

NVTA Board: March 21, 2018

With Support From:

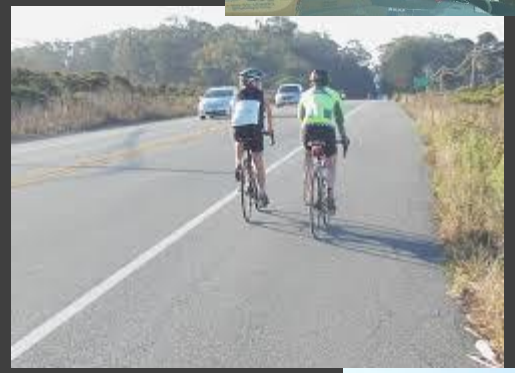
The SR 37 Corridor

Goals and Objectives

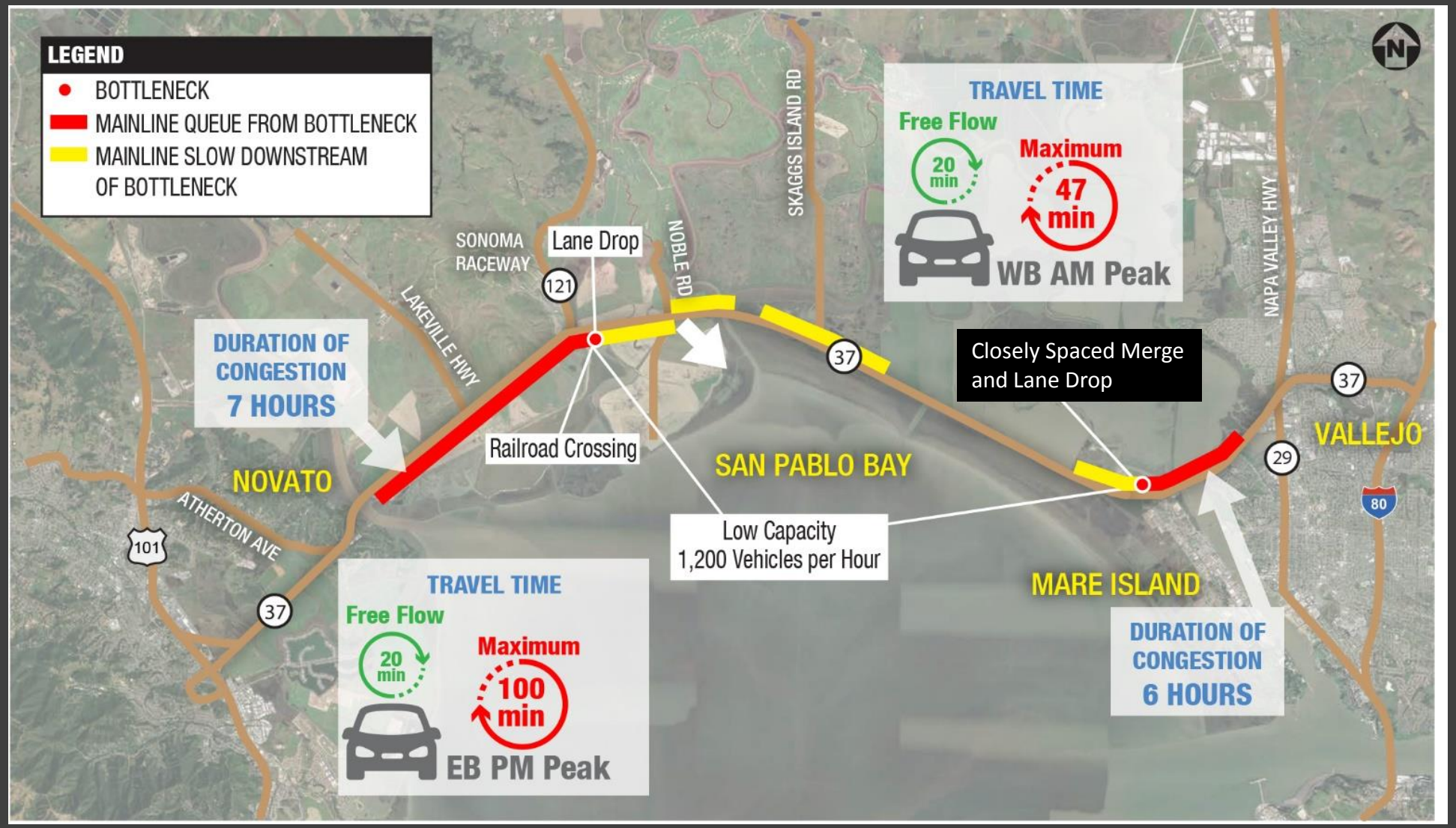
Integrate transportation, ecosystem and sea level rise adaptation into one design

Improve mobility across all modes and maintain public access

Increase corridor for resiliency to storm surges and sea level rise



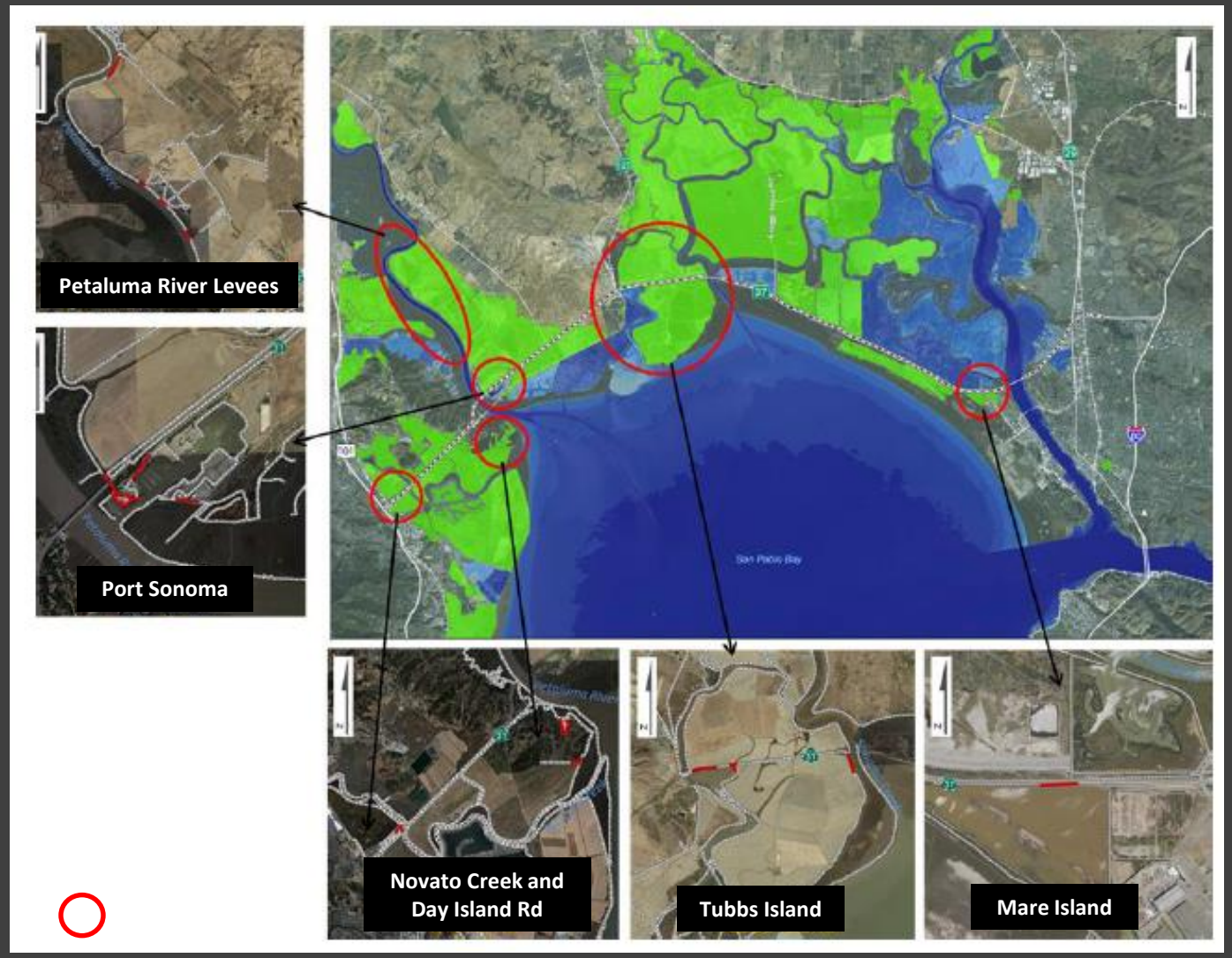
100 Minutes to Travel Back Home Every Day



Source: Kimley-Horn, 2017.

- **6 Hours** of Congestion During Weekday AM Commute (27 min. westbound delay)
- **7 Hours** of Congestion During Weekday PM Commute (80 min. eastbound delay)
- **Weekend** Congestion Throughout Most of the Day
- **No Transit** Services

Parts of SR 37 Already Flood During Heavy Storms

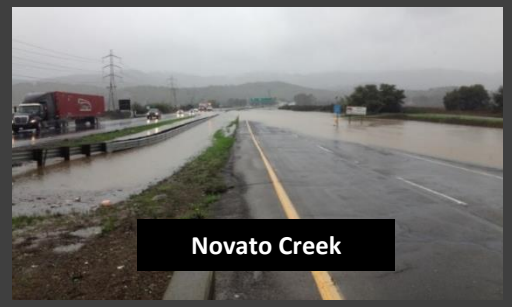


Source: AECOM, 2017.

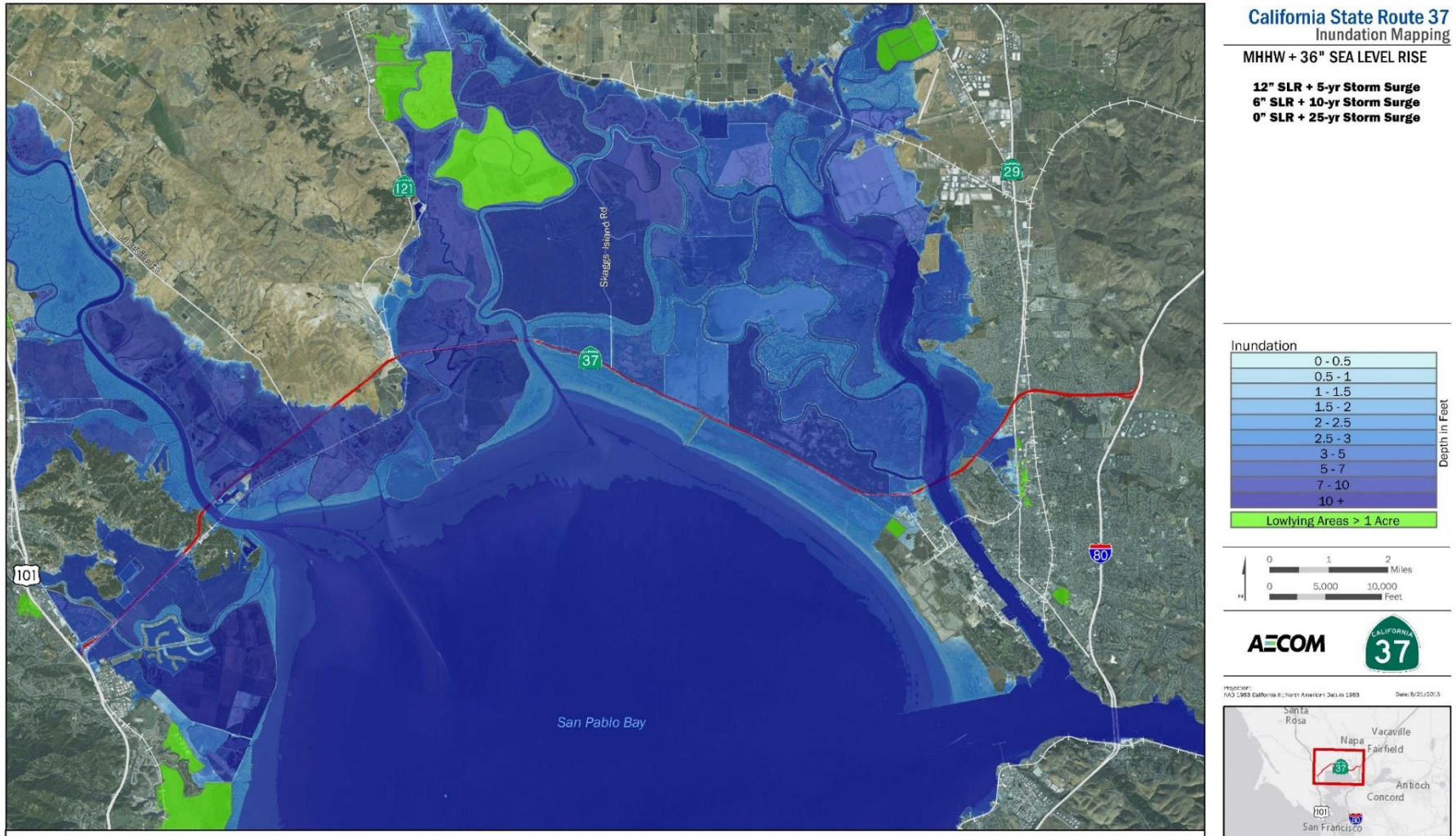
Lowlying Areas > 1 Acre

- Weak Links Are Most Vulnerable to Short Term Flooding and Eventual SLR

Recent Floods in Spring, 2017



Majority of SR 37 Will Be Inundated by 2050 Conditions with Sea Level Rise & Storm Surges



California State Route 37
Inundation Mapping

MHHW + 36" SEA LEVEL RISE

12" SLR + 5-yr Storm Surge
6" SLR + 10-yr Storm Surge
0" SLR + 25-yr Storm Surge

Inundation

Depth in Feet
0 - 0.5
0.5 - 1
1 - 1.5
1.5 - 2
2 - 2.5
2.5 - 3
3 - 5
5 - 7
7 - 10
10 +
Lowlying Areas > 1 Acre

0 1 2 Miles
0 5,000 10,000 Feet

AECOM

CALIFORNIA 37

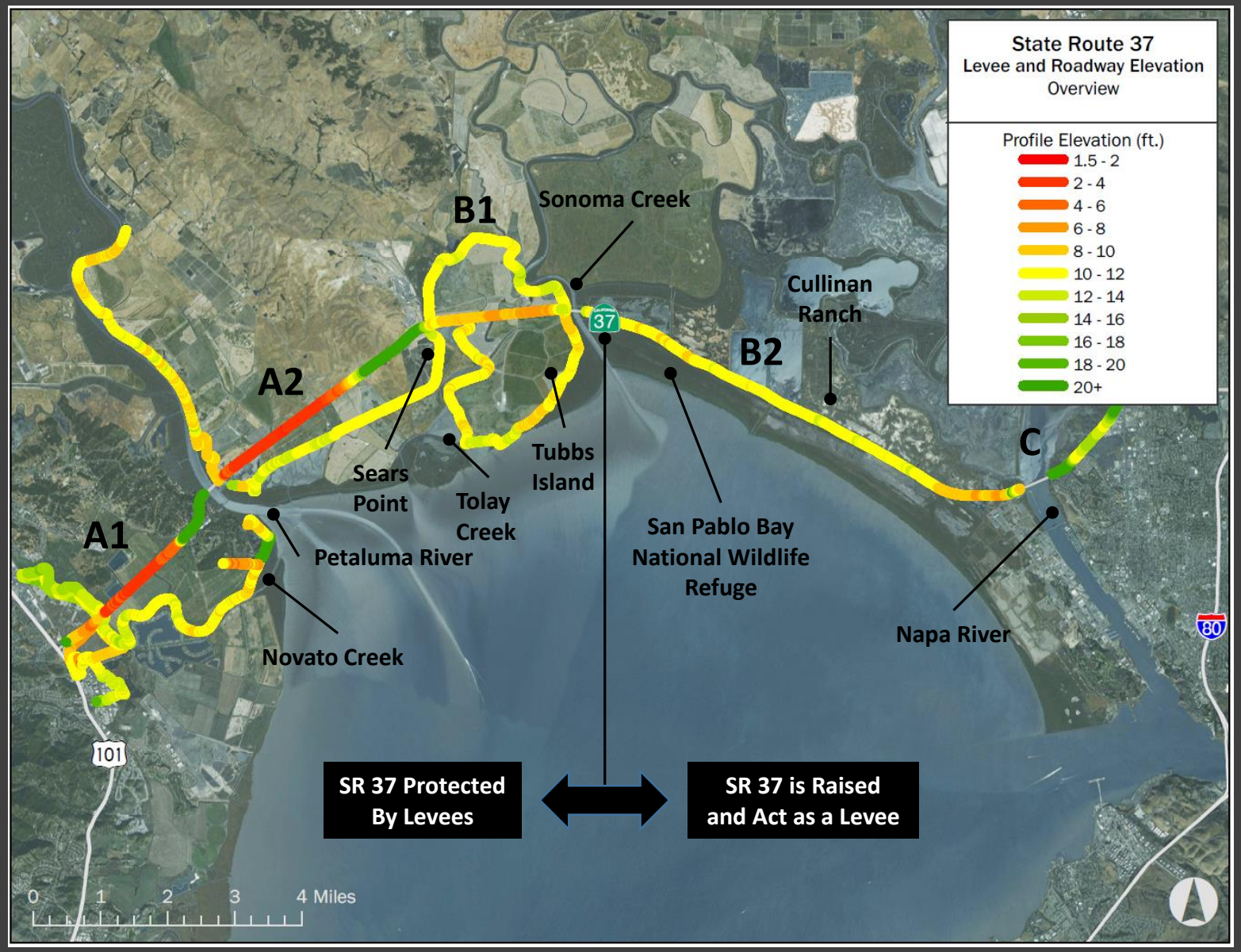
Projection: NAD 1983 California II, North American Datum 1983 Date: 8/21/2015

Disclaimer: The inundation maps and the associated analyses are intended as planning level tools to illustrate the potential for inundation and coastal flooding under a variety of future sea level rise and storm surge scenarios. The maps depict possible future inundation that could occur if nothing is done to adapt or prepare for sea level rise over the next century. The maps do not represent the exact location or depth of flooding. The maps relied on a 5-ft digital elevation model created from LiDAR data collected in 2010. Although care was taken to capture all relevant topographic features and coastal structures that may impact coastal inundation, it is possible that structures narrower than the 5-ft horizontal map scale may not be fully represented. In addition, inundation and flooding of bridges along the SR 37 alignment was not evaluated. The maps are based on model outputs and do not account for all of the complex and dynamic San Francisco Bay processes or future conditions such as erosion, subsidence, future construction or shoreline protection upgrades, or other changes to San Francisco Bay or the region that may occur in response to sea level rise. For more context about the maps and analyses, including a description of the data and methods used, please see project documentation for the State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis Study (UC Davis Road Ecology Center and Caltrans District 4).

Source: UC Davis, AECOM, 2015.

- Year 2100 Sea Level Rise Scenario
- Permanent Inundation Expected by 2050: Segment A and Segment B from SR 121 to Sonoma Creek
- SR 37 Closure Would Divert Traffic to Other Already Congested Routes: I-80, US 101, I-580, SR 12, SR 121, SR 29 etc.
- State and Federal-Protected Species Lose Habitat

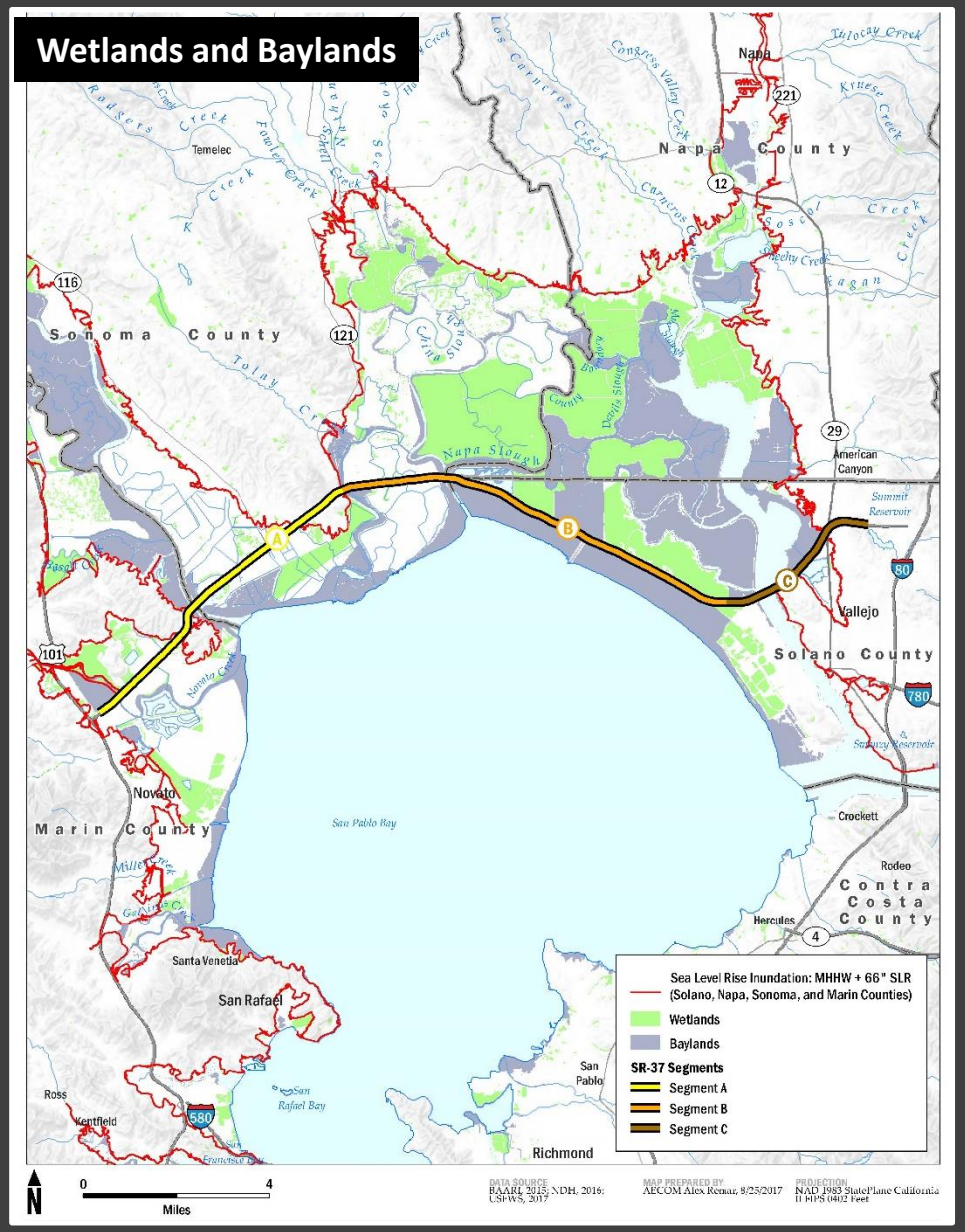
Many of the Adjacent Levees Protecting SR 37 Are Privately Owned

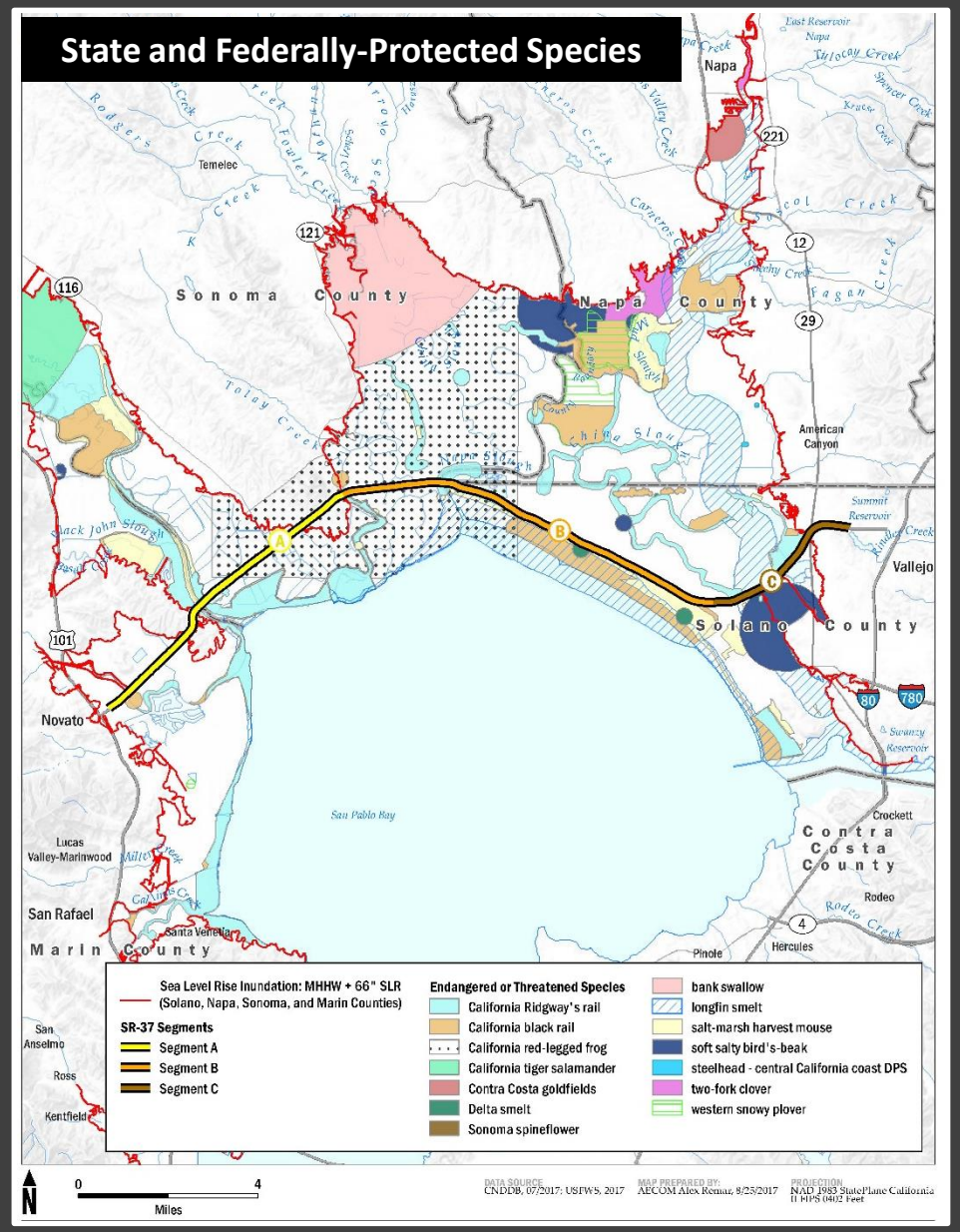


Source: AECOM, 2017.

- Private Levees Not Constructed Specifically for Protecting SR 37
  - Ancillary Benefit for SR 37
  - Challenges with Maintaining and Upgrading Private Levees
- A Number of Low Elevation Hotspots Along Corridor

SR 37 Rich with Wetlands, Baylands, and State and Federally-Protected Species





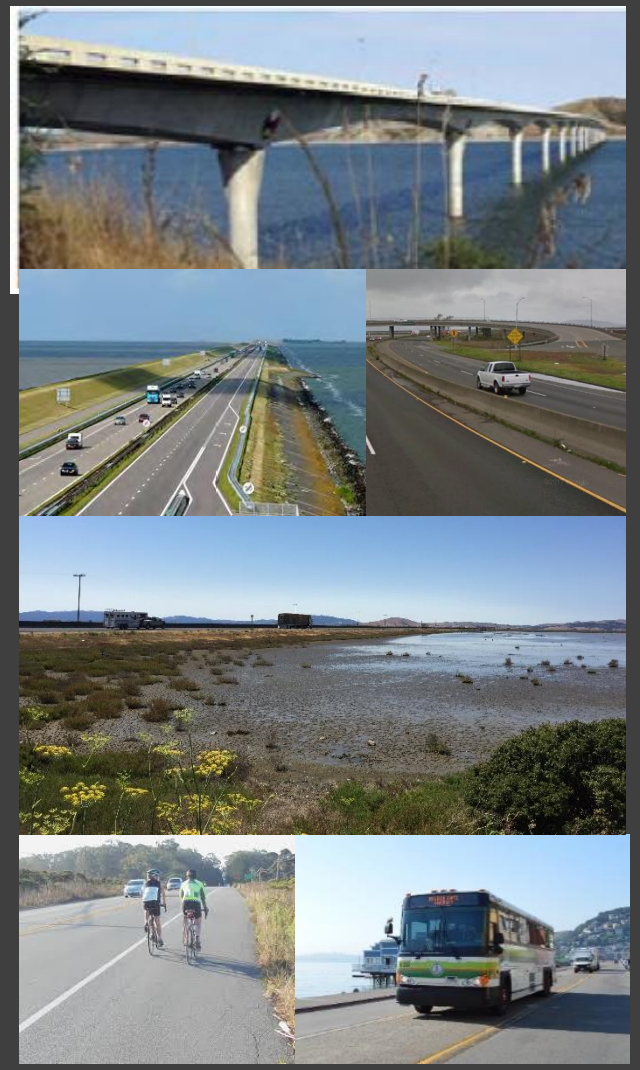
- Wetlands and Baylands
- State and Federally-Protected Species:
  - Salt Marsh Harvest Mouse
  - CA Ridgway's Rail
  - CA Black Rail
  - San Pablo Song Sparrow
  - Red Legged Frog
  - Green Sturgeon
  - Longfin Smelt
  - Steelhead
  - Chinook Salmon

Source: AECOM, 2017.

The SR 37 Bicycle / Pedestrian Access

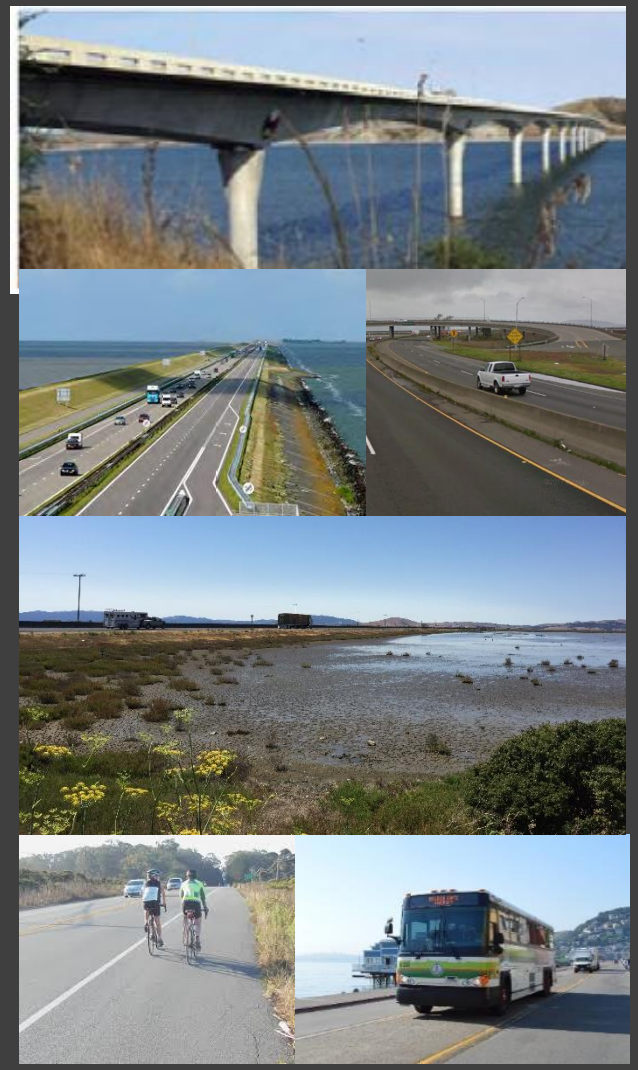
A High-Level Assessment of SR 37 Corridor Improvement Needs:

- **A Raised/Elevated Roadway**
- **Ecological Enhancement**
  - Hydrological and Wildlife Connectivity
  - Living Levees that Provides Habitat Opportunities
- **Improve Capacity in Segment B**
  - New Managed Lane(s)
- **Multimodal and Local Access Improvements**
  - Improve Bay Trail/Bike Access, Provide Transit Service
  - Intersection and Interchange Improvements at SR 121, Mare Island, and Lakeville Highway



A Corridor Vision for SR 37

- **A Raised Roadbed That Provides Resiliency to Long Term Sea Level Rise Threat through Year 2100**
  - Design for 66” SLR + 100-Year Storm
  - New Elevation: 17’ - 20’ (NAVD 88)
- **Ecological Enhancement**
  - Wetland Hydrological Connectivity
  - Living Levees that Provides Habitat Opportunities
- **Improve Capacity in Segment B**
  - New Managed Lane(s)
- **Multimodal and Local Access Improvements**
  - Improve Bay Trail/Bike Access, Provide Transit Service
  - Intersection and Interchange Improvements at SR 121, Mare Island, and Lakeville Highway



Environmental Resilience and Transportation Strategies for SR 37

Retreat

Adaptive Capacity on alternative roadways

Rail Alternative

Ferry Alternative

[No feasible retreat strategies. Rail and ferry options alone would not accommodate travel demand for SR 37]

Protect

<u>Maintain Existing Roadway</u>

- Operational Improvements

<u>Flood Protection</u>

- Levee Improvements
- Building Seawall
- Marshland Restoration
- Nature-Based Solutions

Accommodate

Raised Roadway (Segment A and B)

- Berm
- Causeway
- Hybrid

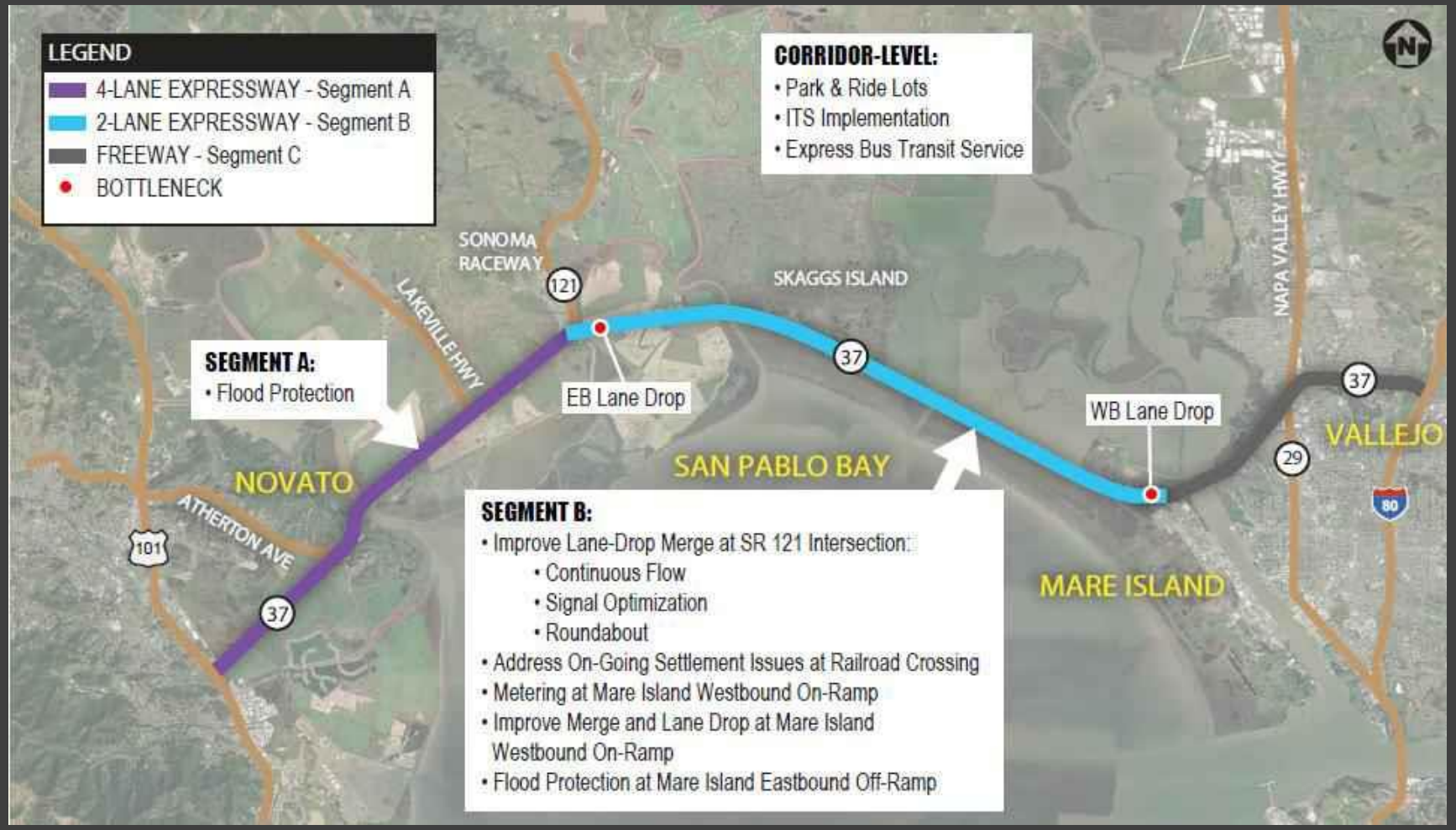
Increase Segment B Capacity

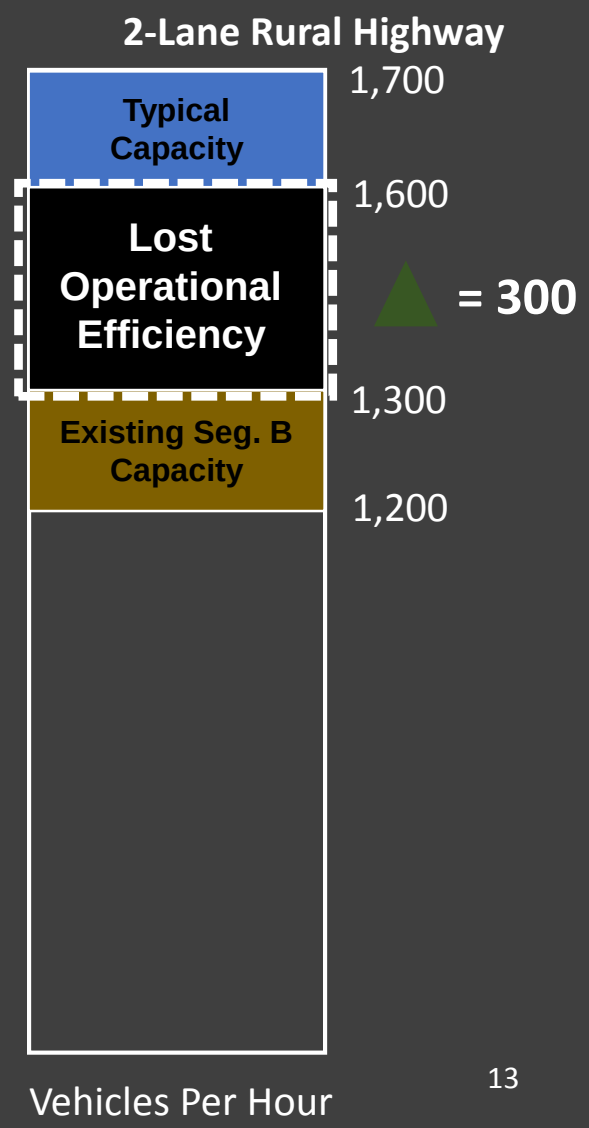
Integrated Transportation and Ecosystem Design

Advanced Mitigation Planning

Near-Term, Low-Cost, High-Impact Operational Improvements And Flood Protection Improvements

- Total Project Costs (Entire Corridor): $40M – $50M
- Project Delivery: 1 – 7 Years

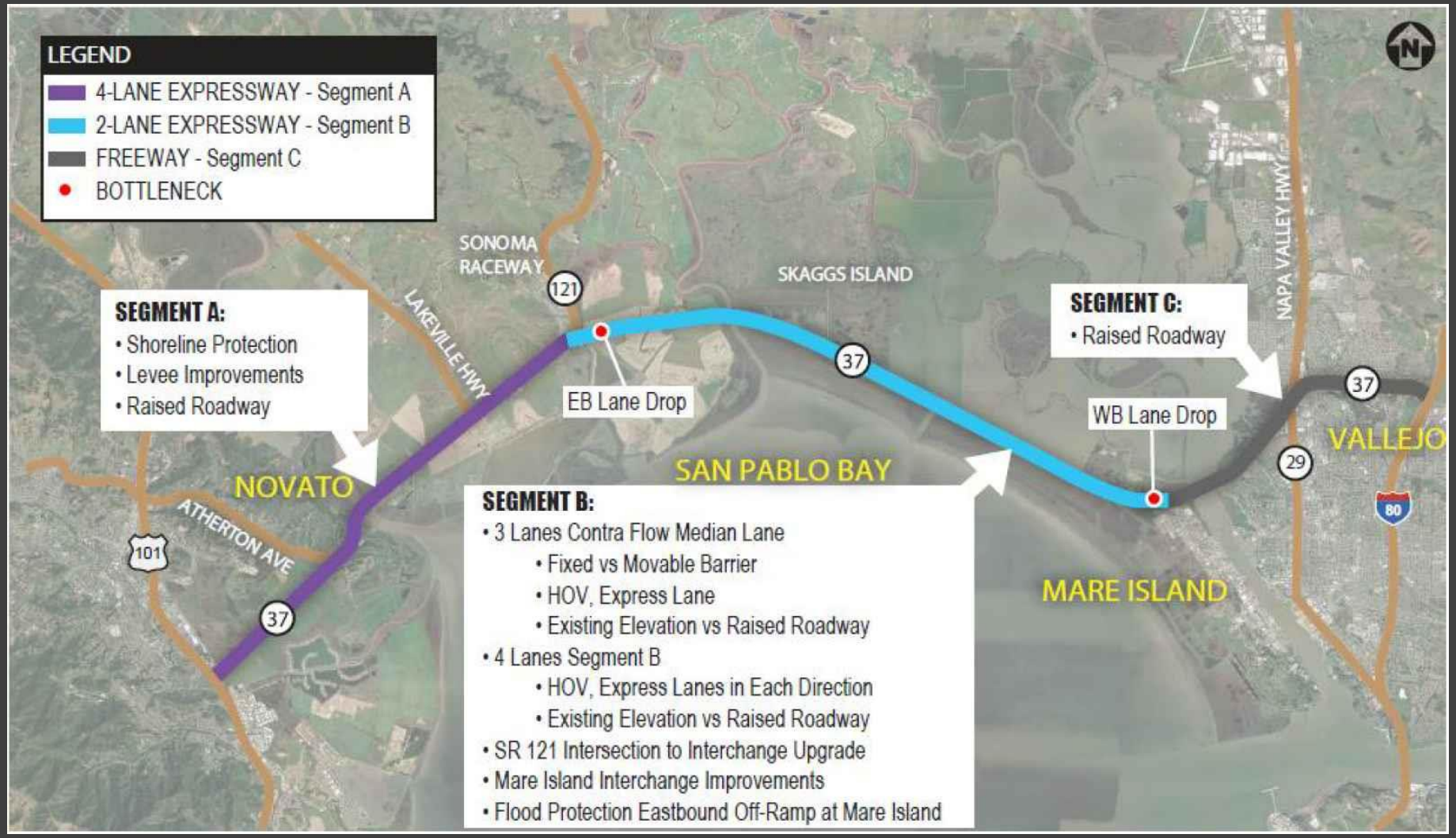




Note:

Mid- to Long-Term Improvements

- Total Project Cost (Entire Corridor): $1,500M – $4,500M
- Project Delivery: Between 10 – 20+ Years

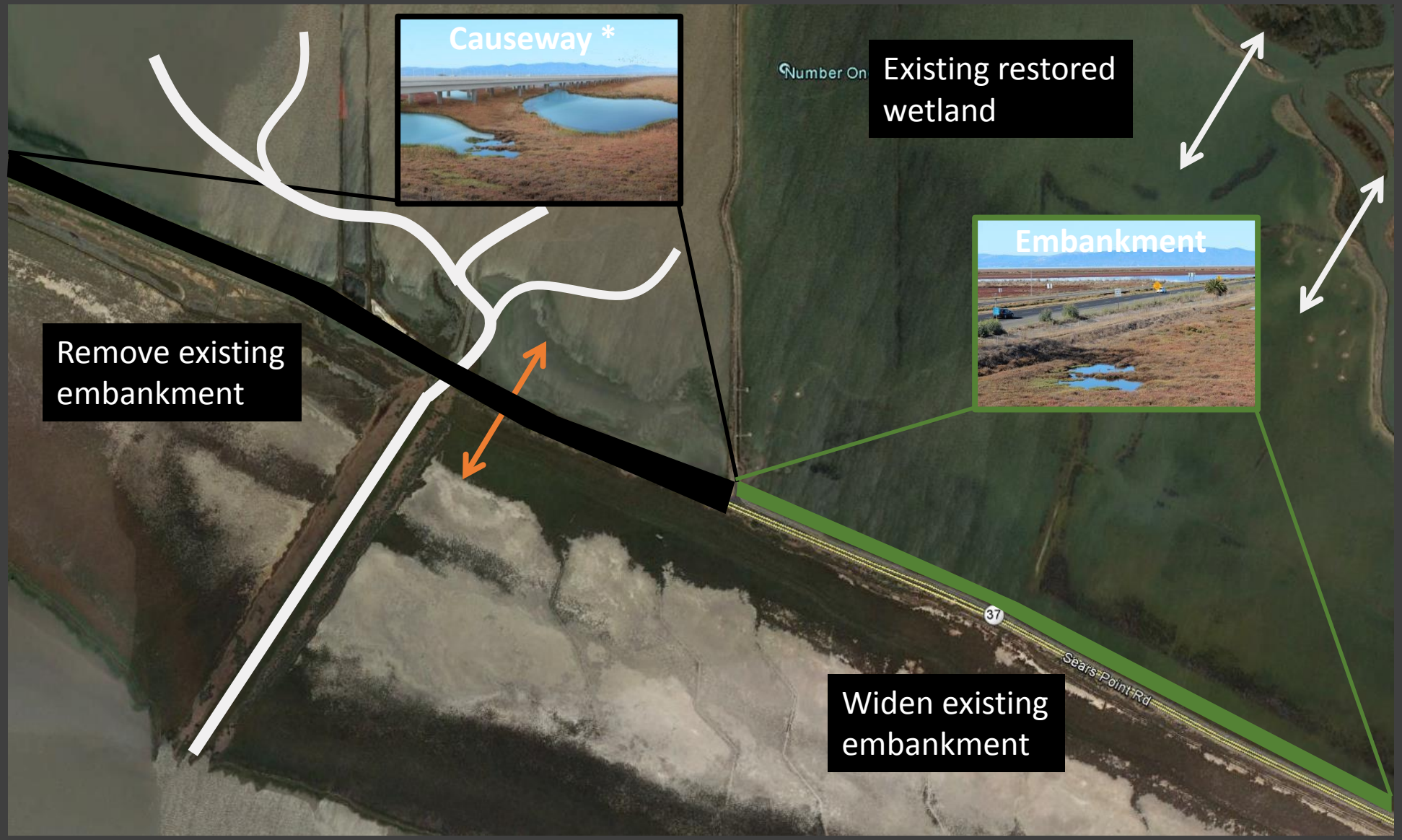


Segment B is the Priority Segment

Segment Risk Rating	Segment A	Segment B	Segment C
Effect on Existing Traffic Congestion	1	3	1
Effects on Environmental Resources	2	3	1
Impacts Due to Sea Level Rise	3	3	1
Economic Impact on Commuters	3	3	3
Economic Impact on Goods Movement	2	3	3
Impacts to Recreational Activities	2	3	2
Length of Segment Impacted/Capital Improvement Cost	3	3	1
Composite Risk Rating	**2**	**3**	**2**

Note: Risk ratings were assigned as follows: 1.0 - 1.4 (low), 1.5 - 2.4 (moderate), and a 2.5 - 3.0 (high)

Priority Segment B Design Considerations – Raised Roadbed



Hybrid project design

The causeway would create wetland restoration opportunities, by reconnecting the hydrologic and ecological landscape, and reconfigure tidal exchange.

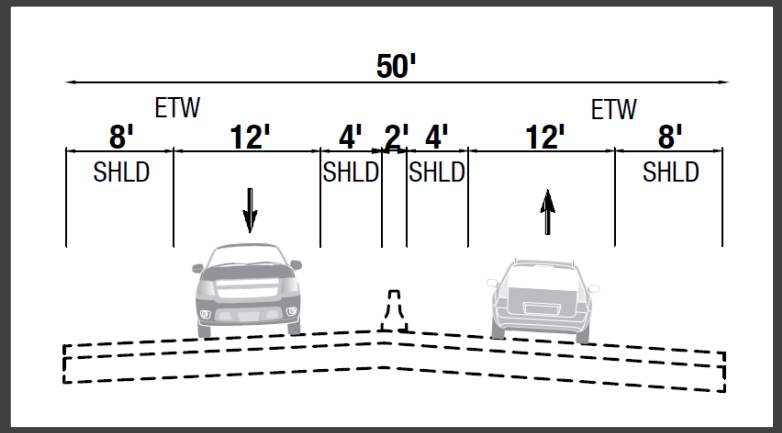
The levee/ embankment would provides an option as a living levee, improve access to public viewing areas.

* Box culvert is also an option.

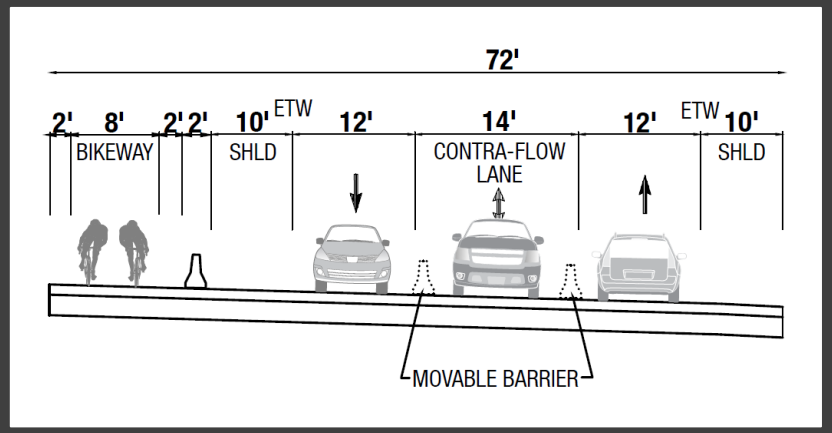
Note that this is an illustrative restoration scenario, not a proposed plan.

Segment B Design Considerations – Cross Section

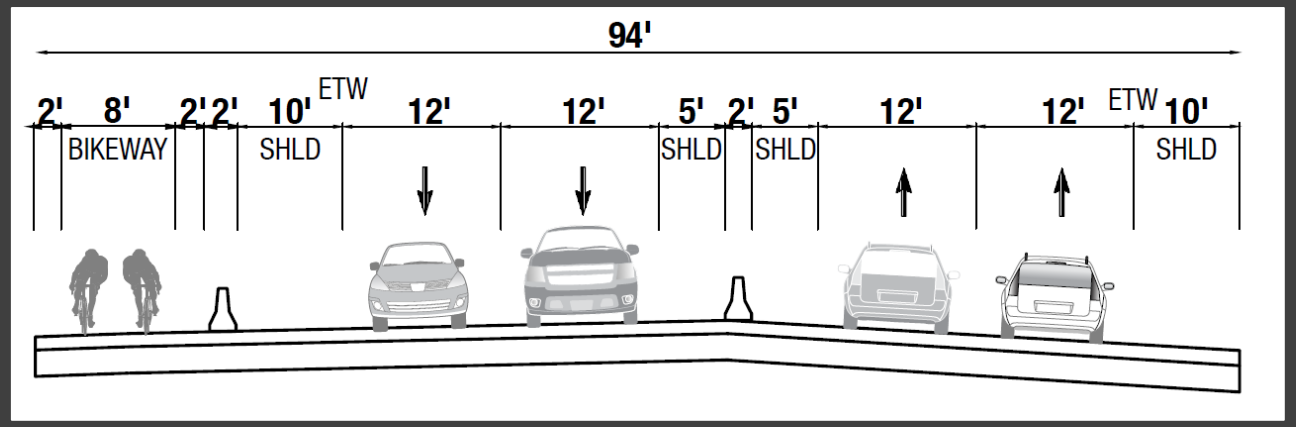
- Deliver Between 7 - 10 Years
- Construction Cost Range: $1,030M – $2,650M



Existing Segment B



3-Lane Segment B – Contra-Flow Lane with Movable Barriers



4-Lane Segment B

- New Lane(s) be HOV/Managed Lanes
- Bay Trail/Bike Facility Options
- Footprint Consideration: Environmental, Future CV/AV Impacts on Roadbed Use and Lane Widths

Note: High-level cost estimates, subject to further refinement.

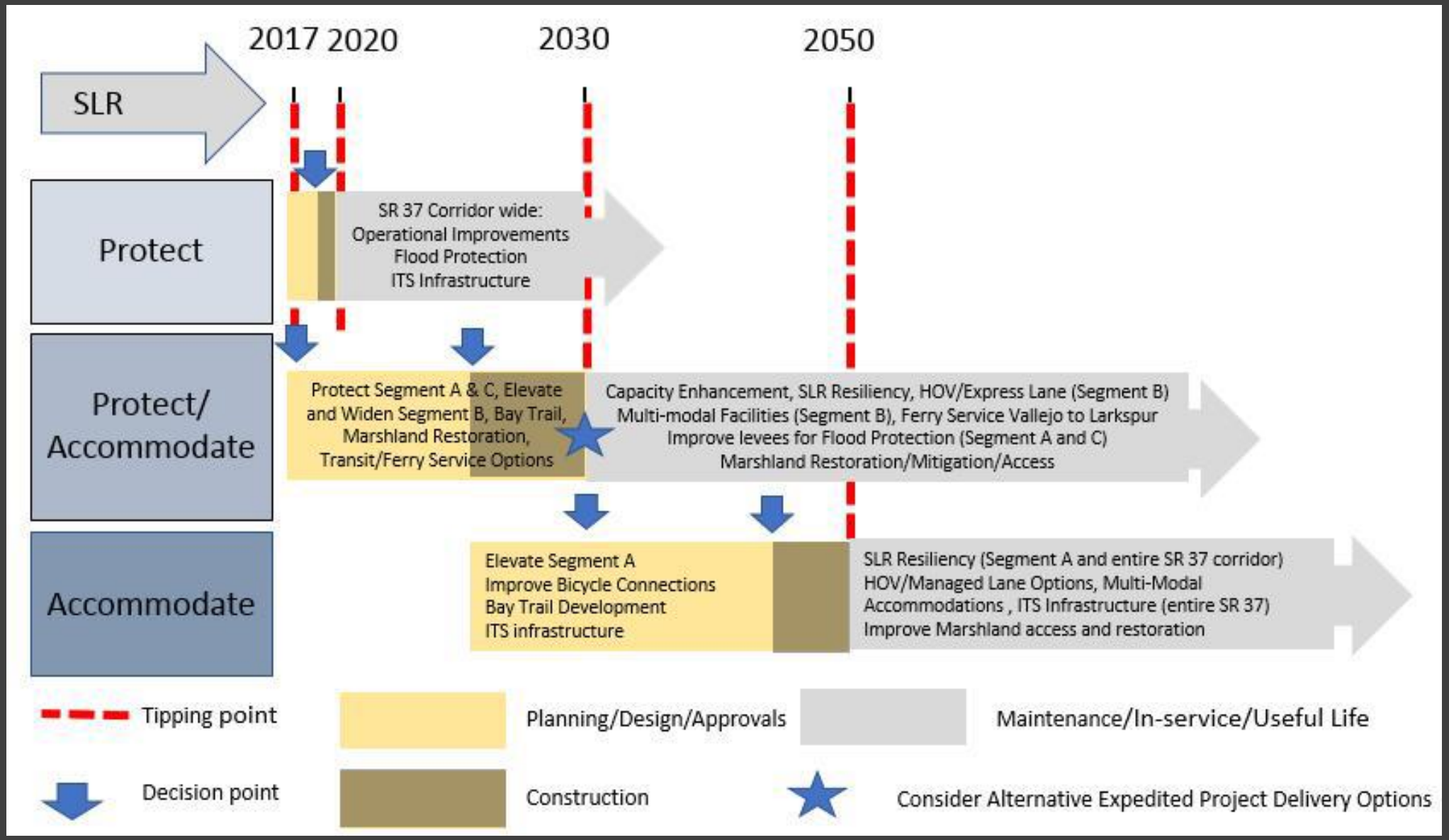
Integrated Ecosystem Design

Vision and Guiding Principles of Baylands Group added to Corridor Plan:

Integrate, Don't Mitigate: Integrate **infrastructure improvements** for SR 37 with existing and future **habitat** planning, conservation and restoration to ensure **healthy ecosystem function** and **resilience** to landscape scale change of the San Pablo Bay.

Image: USFWS San Pablo Bay National Wildlife Refuge

Implementation Timeline



Public Outreach

CALIFORNIA 37

Highway 37
Improvement Plan

Join us for an **Informational Open House**
Come to the one nearest you!

In response to impacts from **sea-level rise, flooding** and **increased traffic** along the corridor, the counties of Marin, Napa, Sonoma and Solano, in partnership with Caltrans and the MTC, are planning to **improve access and safety** along Highway 37.

The Open Houses will aim to:

- **Inform** residents and Highway 37 users about the status of the planning process
- Provide an opportunity for participants to share their concerns and **provide feedback**

NOVATO - Wednesday, Sept. 20th
6 pm to 8 pm at The Key Room
1385 Hamilton Parkway, Novato

AMERICAN CANYON - Wednesday, Sept. 27th
6 pm to 8 pm at the American Canyon Council Chambers
4381 Broadway Street, American Canyon

SONOMA - Thursday, Sept. 28th
6 pm to 8 pm at Sonoma Veterans Memorial Building
126 First Street West, Sonoma

VALLEJO - Monday, Oct. 2nd
6 pm to 8 pm at the Vallejo Naval and Historical Museum
734 Marin Street, Vallejo

Project led in partnership by:

TAM Transportation Authority of Marin · STA Solano Transportation Authority · SCTA Sonoma County Transportation Authority · NVTA Napa Valley Transportation Authority · Caltrans · MTC Metropolitan Transportation Commission

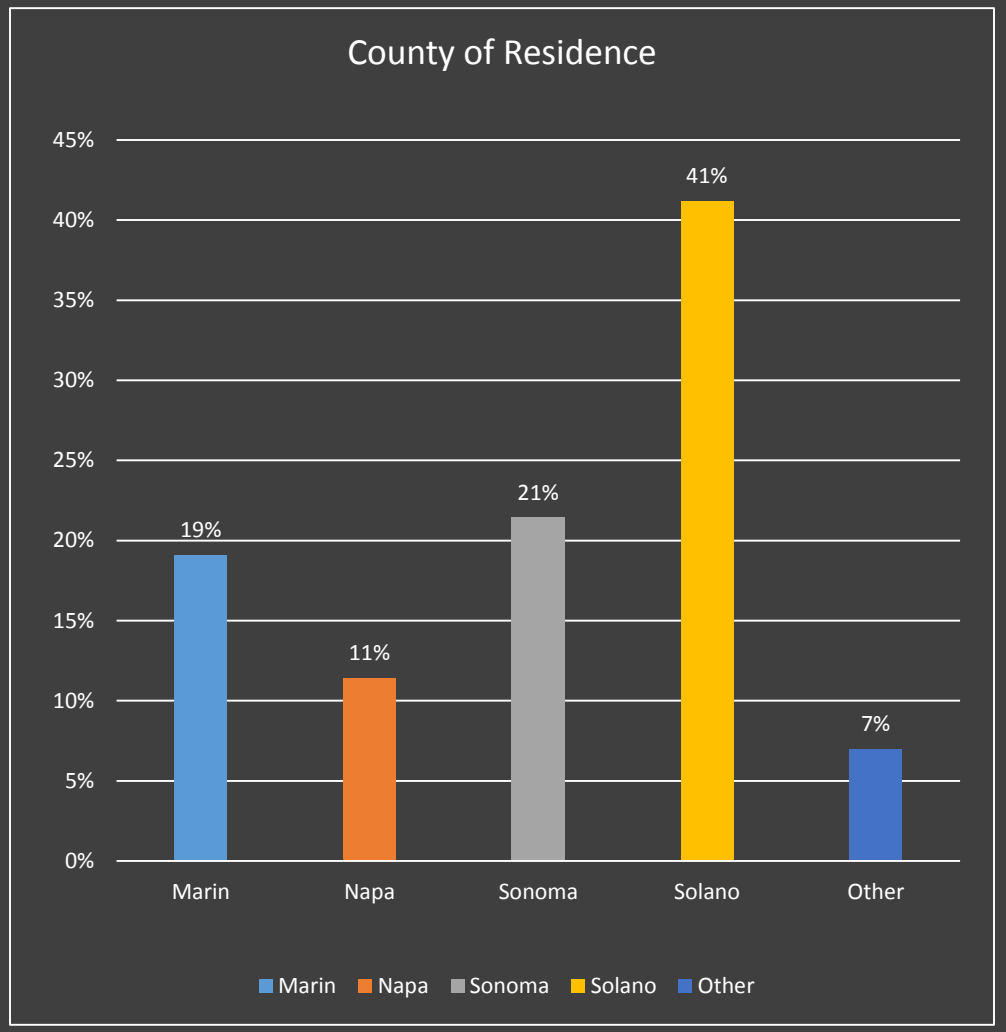
Input received from:

- Four Open Houses on Draft Corridor Plan: Sept. – Oct 2017
- Online Place based survey with approximately 3700 responses: Dec. – Jan. 2018
- Six Focus Groups: Jan. – Feb 2018
- Environmental Stake Holder Working Group Meetings.
- Policy Committee Meetings since November 2015

Public Outreach

Over 3750 responses were collected

- 41% from Solano County residents
- 21% from Sonoma County residents
- 19% from Marin County residents
- 11% from Napa County residents
- 7% from other Counties



Survey Results: Travel Patterns

Live/Work

- Most respondents work in Marin County (Novato, San Rafael) and San Francisco.
- Most respondents live in the Vallejo area, and many others live in the main North Bay cities and towns, including Napa, Sonoma, Novato and Petaluma.
- 45% of respondents use SR 37 to go to work, and 40% for recreation.
- The majority (79%) of respondents drive alone, and 19% carpool.

Travel Frequency:

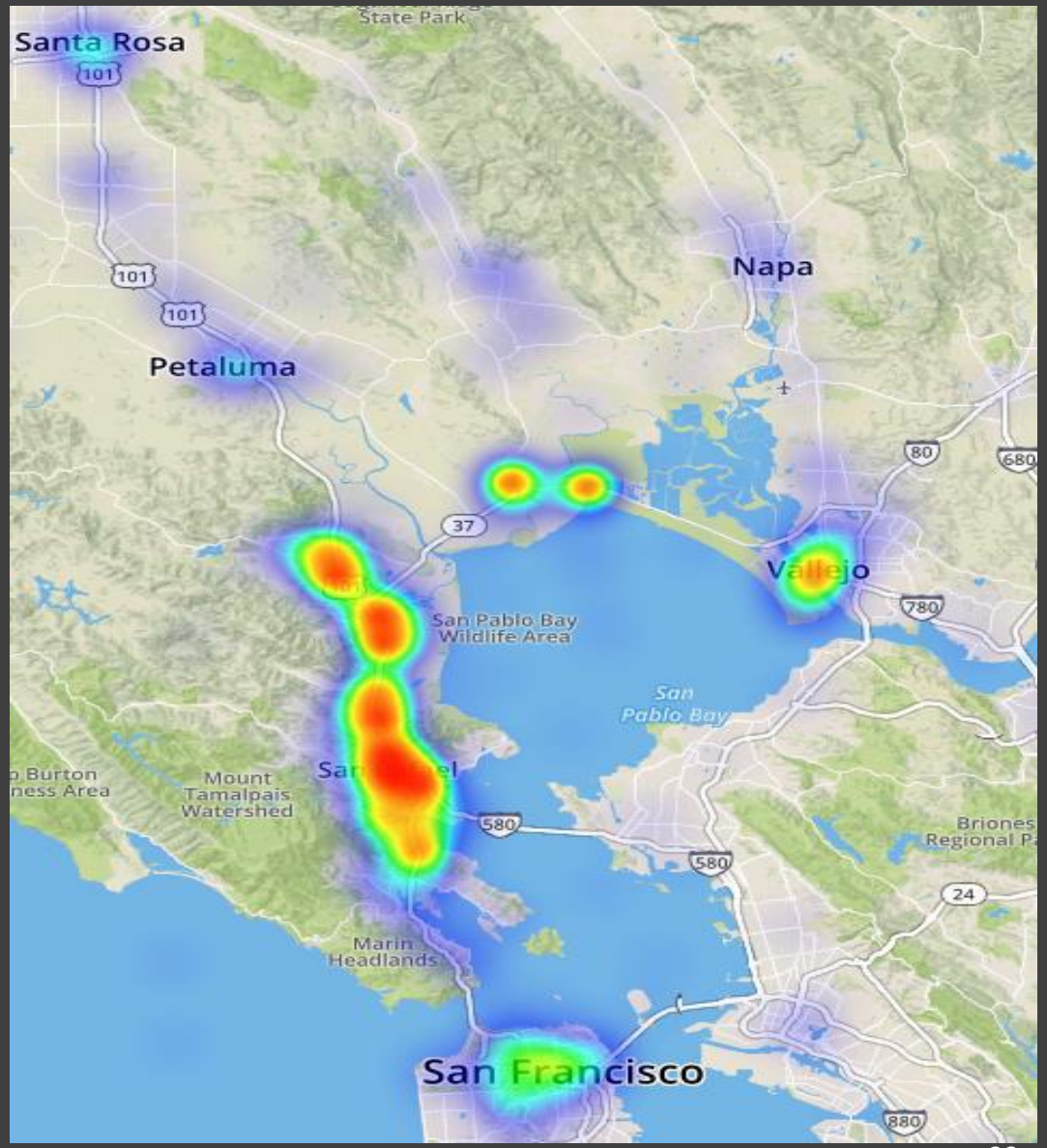
- 52% of respondents travel on SR 37 either daily or a few times a week.
- 30% of respondents use SR 37 on weekdays only, and 50% on both weekends and weekdays.
- Segment A is the most frequently travelled segment for survey respondents.

Alternative Routes:

- Many respondents declared using alternate routes to SR 37, including Lakeville Highway (16%) and Highway 121 (12%).

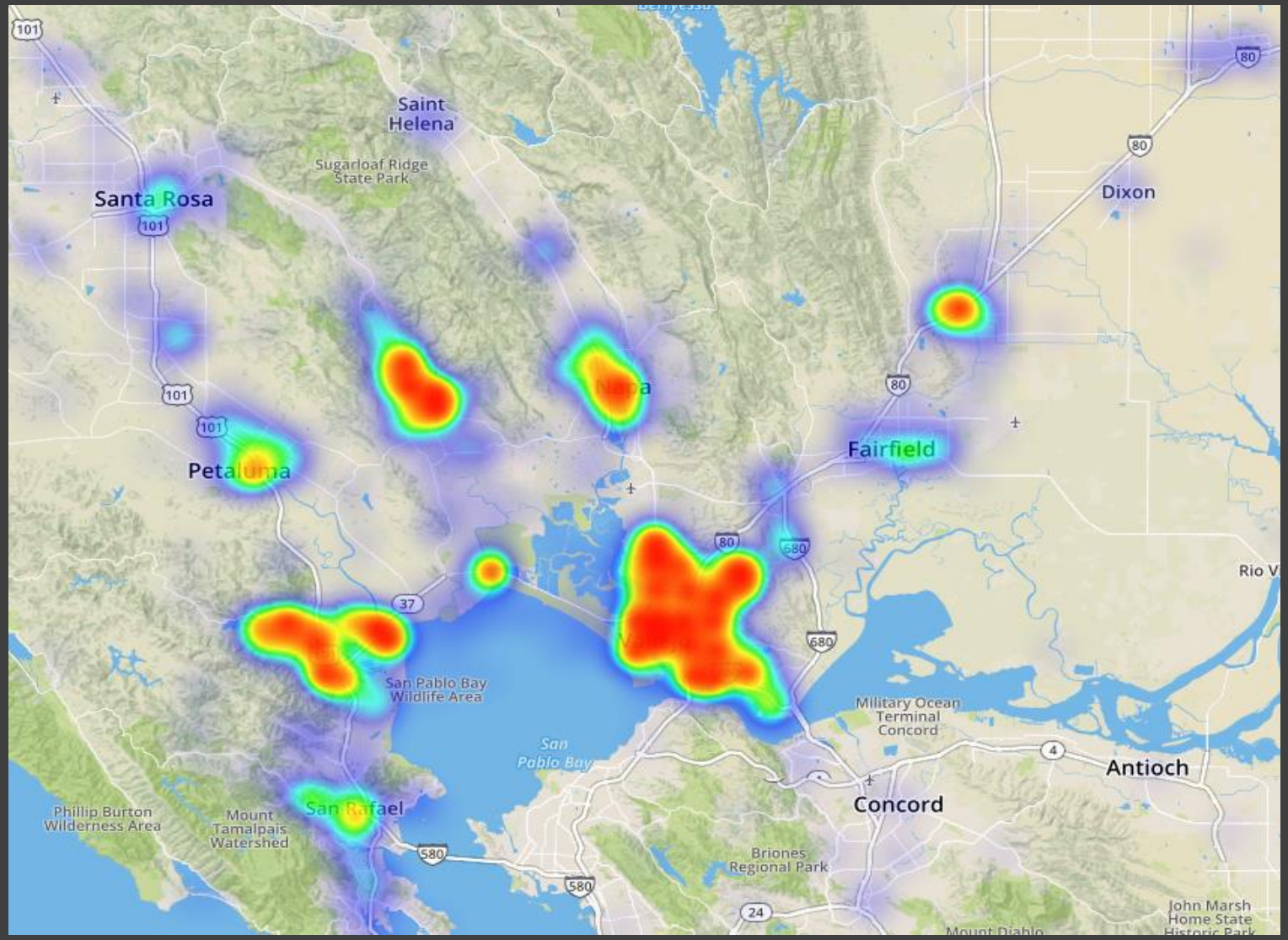
Survey Results: Travel Patterns

- Where do you work?
- (A total of 1509 pins were dropped on the map)



Survey Results: Travel Patterns

Where is home? (A total of 2109 pins were dropped)

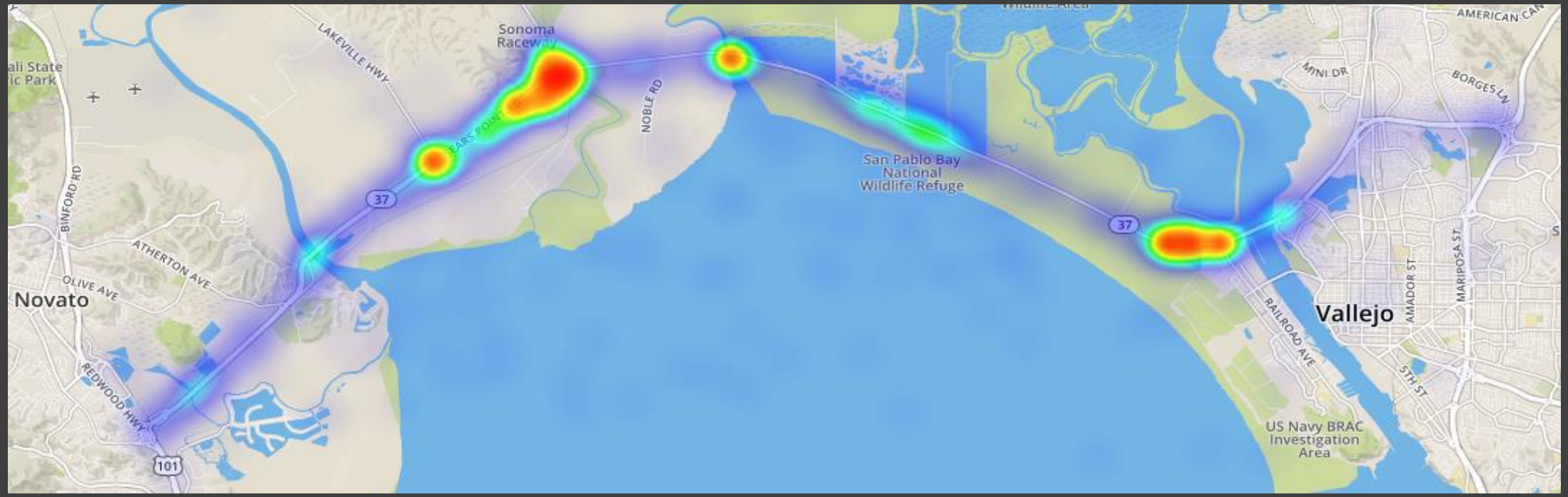


Survey Results: Major Concerns and Priorities for Improvement

Where are improvements needed?

5426 pins were dropped on the map

- 75% **traffic concerns**
- 35%- **road safety concerns**
- 15%- **flooding concerns**
- 8%- **environmental concerns**



Results: Alternative Funding Options

Willingness to consider alternative funding options:

- 53% of survey respondents were willing to consider alternative funding options and 12% stated they weren't willing to do so.

Preferred alternative funding options:

- 37% of survey respondents- local sales tax measure
- 24% of survey respondents - tolls on specific sections
- 24% of survey respondents -tolls collected on the full route

Focus Group Responses:

- Support for sales tax measure increase with a sunset clause and accountability measures
- Mixed opinion on tolls; desire for improved conditions but felt region should contribute
- Overall concerns about increased costs of commuting when few alternatives are available

Next Steps – Focus on Priority Segment B

- Develop Preliminary Design Options for Segment B through the Caltrans Project Initiation Document (PID) Process:
  - 3-Lane (removable barrier) and 4-Lane Options
  - Hybrid Roadbed Design Option: Causeway/Box Culvert/Levee
  - Interchange Improvements at Mare Island and SR 121
  - Bay Trail/Bike Facility options
  - Refine Cost Estimates

- Near-Term Operational Improvements at SR 121 and at Mare Island
- Evaluate Transit Options for the Corridor –
  - NVTA to take the lead on the SR 37 Origin and Destination and Transit Feasibility Study
  - STA currently conducting a Ferry Feasibility Study for a connection between Mare Island/Vallejo and Marin
- Continue Environmental Stakeholder Outreach
- Complete PID by December 2018

Staff Recommendation

- Approve the SR 37 Transportation and Sea Level Rise Corridor Improvement Plan providing staff authorization to address minor technical revisions and corrections to the document as needed in order to ensure the documents that is available online reflects what was approved by all four county CMAs.

Questions

4

REGIONAL MEASURE 3

Napa Valley Transportation Authority

March 21, 2018 Board Meeting

NAPA VALLEY TRANSPORTATION AUTHORITY

Voters in all nine Bay Area counties will **vote June 5, 2018** on RM3, including, for the first time, voters in Napa and Sonoma counties.

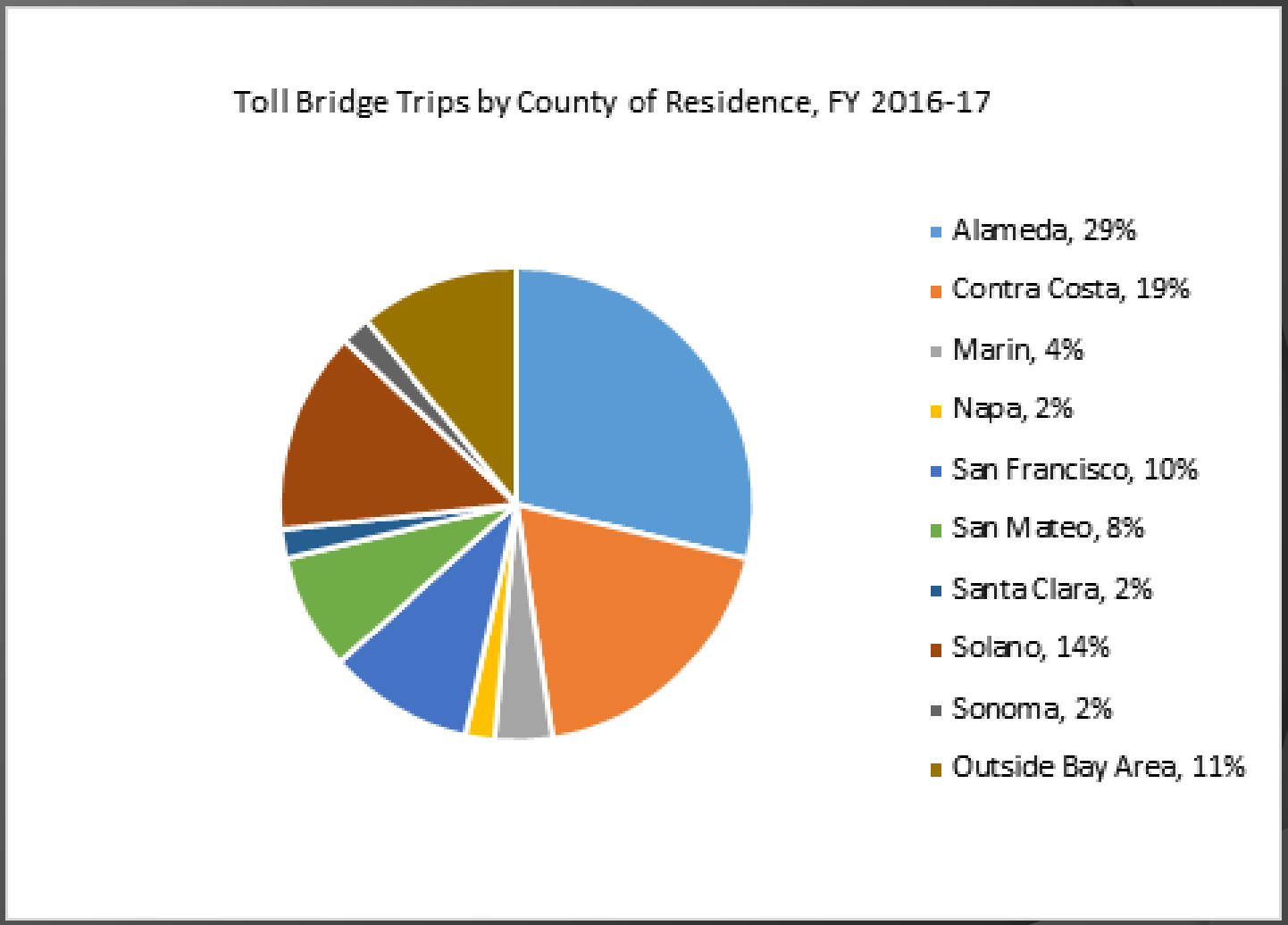
RM3

Regional Measure 3

- Toll increase on 7 state-owned bridges phased in over 6 years:
  - $1 January 1, 2019
  - $1 January 1, 2022
  - $1 January 1, 2025
- $4.5 billion expenditure plan, including 35 capital projects and a 16% transit operating program

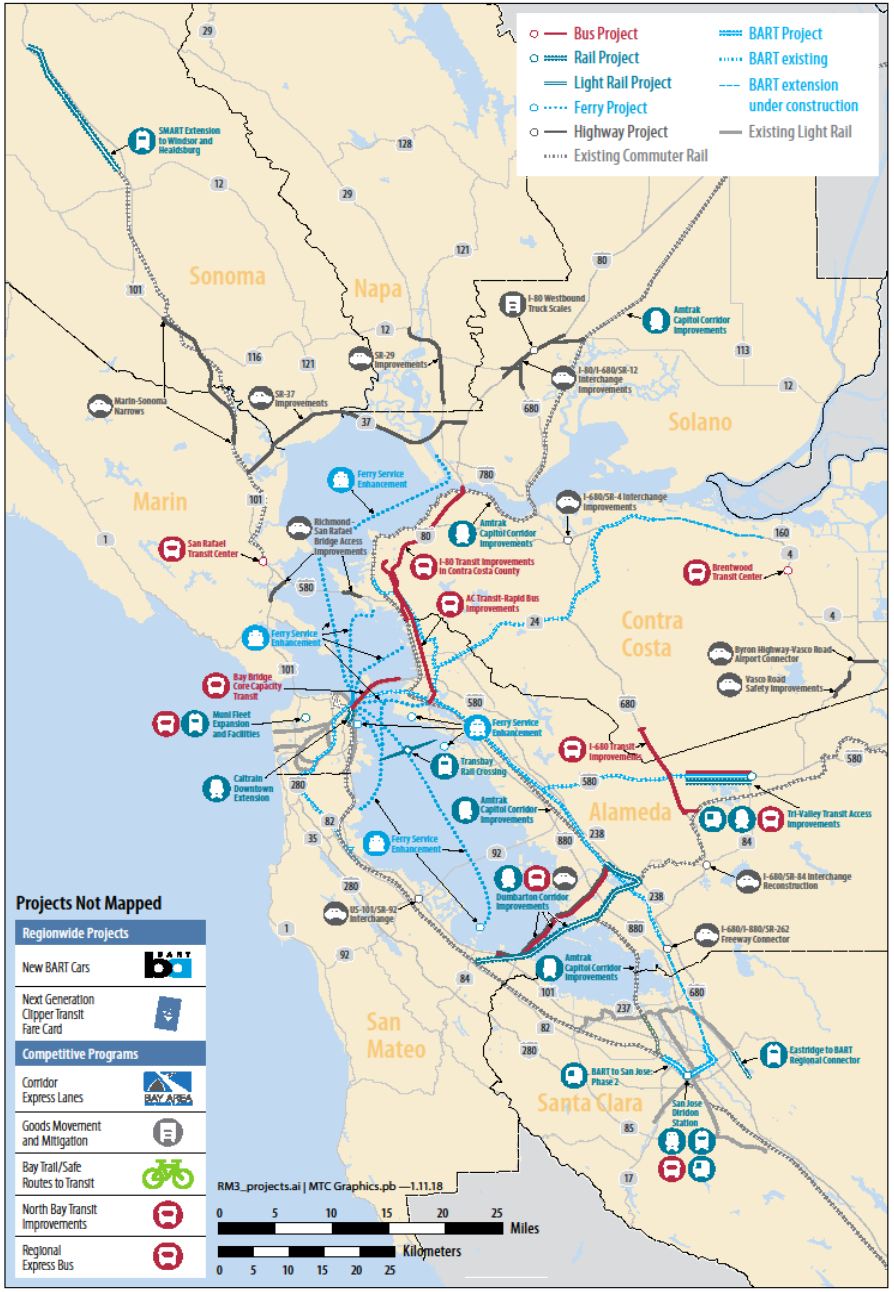
RM3

Who Pays Tolls?



RM3

Regional Measure 3 Projects

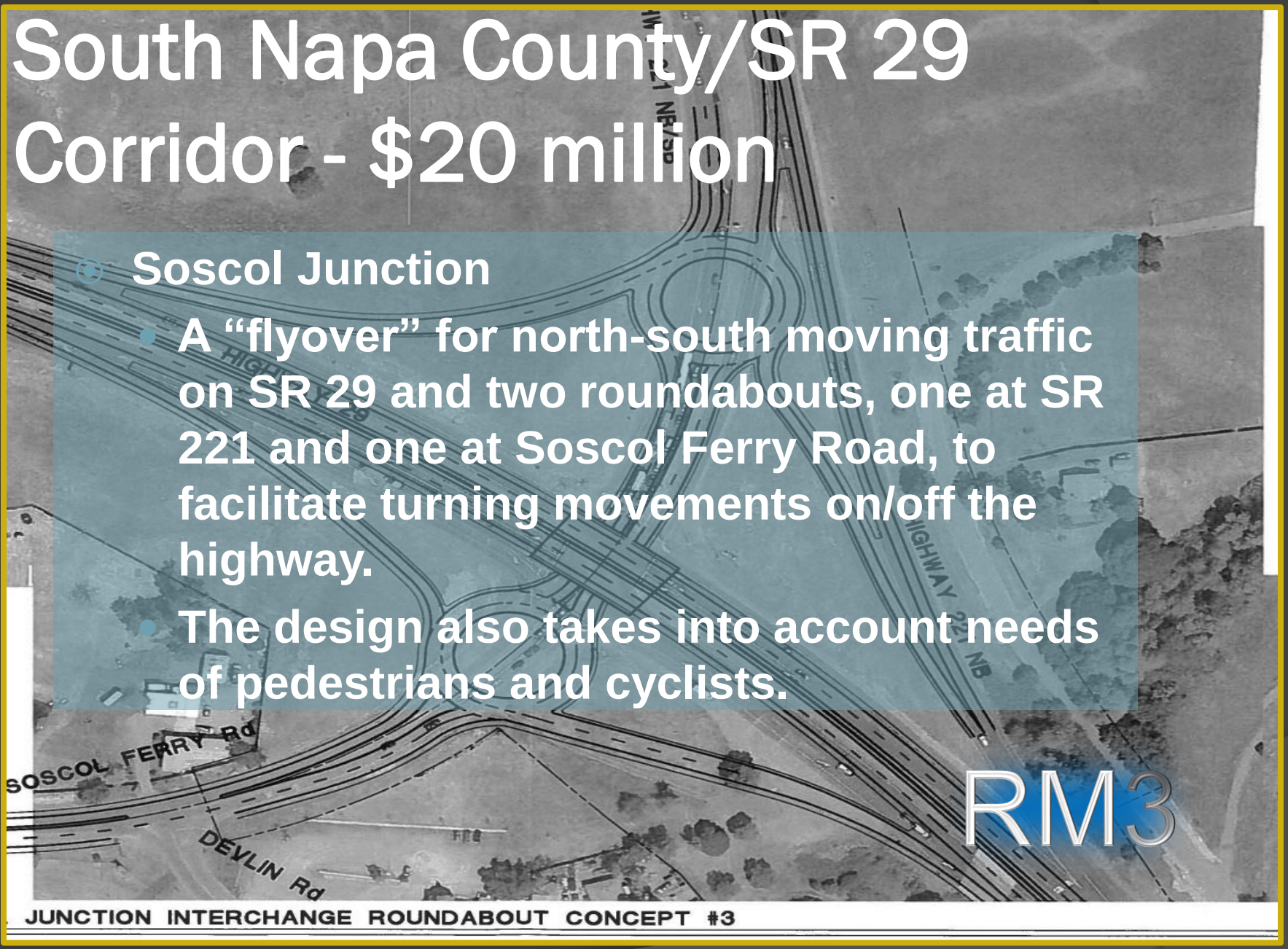


Source: MTC

RM3

South Napa County/SR 29 Corridor - $20 million

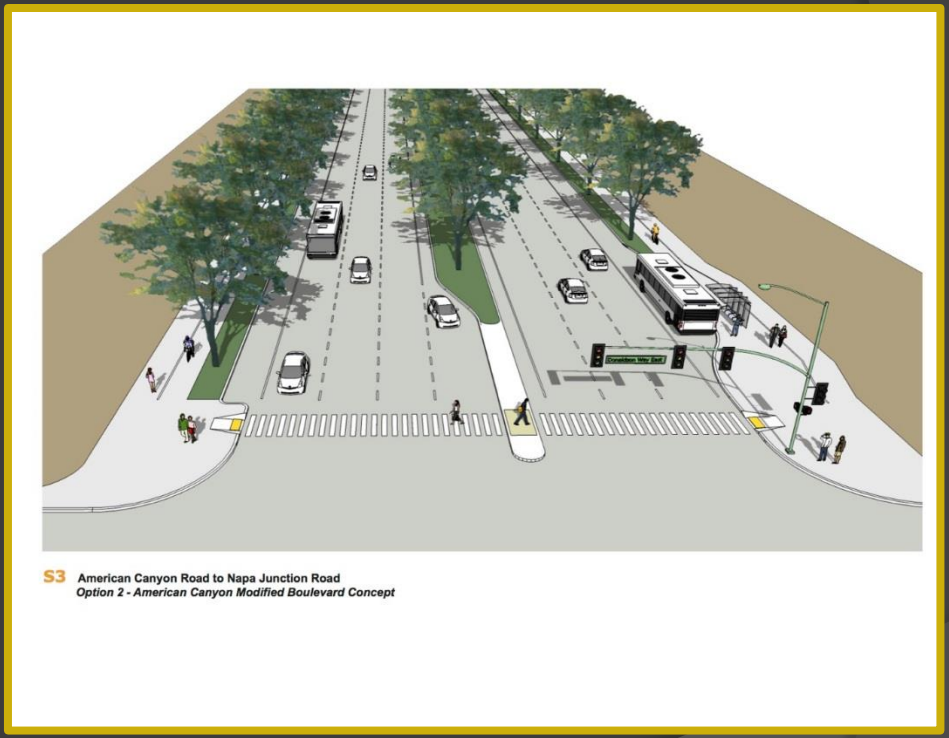
- Soscol Junction
  - A "flyover" for north-south moving traffic on SR 29 and two roundabouts, one at SR 221 and one at Soscol Ferry Road, to facilitate turning movements on/off the highway.
  - The design also takes into account needs of pedestrians and cyclists.



RM3

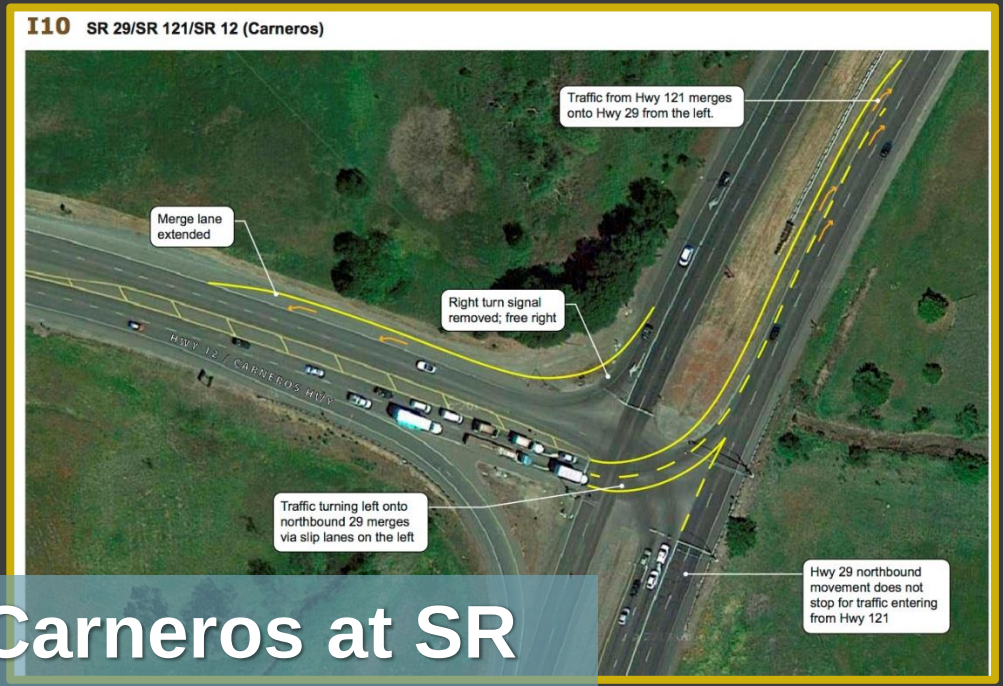
South Napa County/SR 29 Corridor - American Canyon Multi-Modal Improvements

- Bike/pedestrian improvements both sides of Broadway(SR 29) from Napa Junction to Mini Drive (2.6 miles)
- Highway operational improvements



RM3

South Napa County/SR 29 Corridor - Intersection Improvements



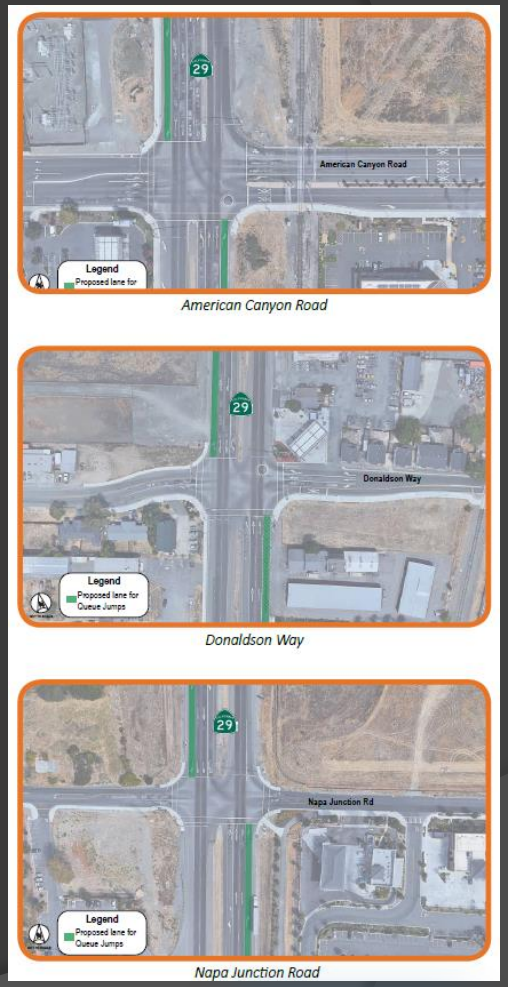
Carneros at SR 12/121 and SR 29

Airport Road at SR 12

RM3

South Napa County/SR 29 Corridor - "Queue" jumps and Signal Improvements

- SR 29 at Airport Road, Napa Junction, Donaldson and American Canyon Road



RM3

SR 37 - $100 million

RM3

- 2 to 4 lane 21-mile corridor traversing Solano, Sonoma, and Marin Counties
- Connects I-80 in Solano County, traverses through Sonoma County to 101 in Marin County
- Could fund near term improvements such as SR 37/SR 116 intersection improvements.

TAM Transportation Authority of Marin

NVTA NAPA VALLEY TRANSPORTATION AUTHORITY

scta SONOMA COUNTY TRANSPORTATION AUTHORITY

STA Solano Transportation Authority . . . working for you!

MT

Caltrans

Other North Bay Projects

- Total North Bay Projects - **$1.1 billion**
- Includes:
  - I-80/680/SR12 in Solano County (Red Top Road connector and 1-80 overpass widening) - $175 million
  - I-101 Completion of Marin-Sonoma Narrows HOV Lanes - $125 million

RM3

North Bay Transit - $100 million

- Key Priorities include:
  - SR 29 Express Bus Improvements
    - Signal upgrades
    - Intersection improvements
      improvements
    - On highway bus stops
  - SR 29 Park and Ride Upgrades
  - Fleet Greening

RM3

Safe Routes/SF Bay Trail - $150 million

- Vine/Bay Trail connection from S. Kelly Road to Napa Pipe
- Soscol Gateway Transit Center Oxbow-By-Pass connection
- Ridge Trail to Bay Trail/Vine Trail connection along Imola/SR 121

Regional RM3 Transit Connection Improvements to help Napa County residents get around

- New BART cars - $500 million
- Ferry enhancements (incl. Vallejo Ferry) - $300 million
- SMART expansion - $40 million

RM3

Regional Measure 3-
Recommended Position

That NVTA Support Regional Measure 3

Questions