



March 15, 2017  
NVTA Agenda Item 11.1c  
Continued From: New  
**Action Requested: APPROVE**

## **NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Proposed Regional Measure 3 (RM 3) Program

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the proposed Regional Measure 3 Program (Attachment 1).

### **COMMITTEE RECOMMENDATION**

The Technical Advisory Committee approved the proposed Regional Measure 3 Program at its February 2, 2017 meeting.

### **EXECUTIVE SUMMARY**

The NVTA Board Retreat presentation will focus on traffic congestion and two specific proposals for reducing congestion – Expanded Express Bus Service and Strategic State Route 29 (SR 29) Improvements. The presentation will culminate in approval of a Regional Measure 3 Program proposal included on Attachment 1 that will help fund significant portions of these improvements and improvements on State Route 37 (SR 37).

### **PROCEDURAL REQUIREMENTS**

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

**FISCAL IMPACT**

Is there a Fiscal Impact? No, however approval of the program could result in receiving over \$40 million in new funding to make critical transportation improvements along SR 29, SR 221, and SR 37.

**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**

On December 14, 2016 MTC held its annual Commission Workshop, which included a Regional Measure 3 discussion. Regional Measure 3 is a proposed bridge toll increase on Bay Area Toll Bridges that would be placed on the ballot in November 2018 and include all 9 Bay Area counties.

The MTC/Bay Area Toll Authority (BATA) is considering introducing legislation this year to raise tolls by \$1-3 on the 7 state-owned Bay Area bridges which if passed, MTC/BATA will place Regional Measure 3 on the ballot in 2018 for voter approval. MTC/BATA has successfully passed two previous regional measures which combined have raised roughly \$3 billion for critical infrastructure projects; Regional Measure 1 in 1998 and Regional Measure 2 in 2004. The former raised \$2.4 billion for bridge and highway improvements and the latter \$1.5 billion for primarily transit projects that relieved congestion in the bridge corridors.

MTC/BATA staff have established draft principles for Regional Measure 3:

- **Bridge Nexus**  
Ensure all projects benefit toll payers in the vicinity of the Bay Area's seven state-owned toll bridges
- **Regional Prosperity**  
Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility
- **Sustainability**  
Ensure all projects are consistent with Plan Bay Area's 2040 focused growth and greenhouse gas reduction strategy
- **State of Good Repair**  
Invest in projects that help restore transportation infrastructure in the bridge corridors
- **Technology**  
Invest in technology to optimize roadway capacity

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- **Freight**  
Improve the mobility, safety and environmental impacts of freight
  - **Resiliency**  
Invest in resilient bridges, including addressing sea level rise

A \$1 toll would generate \$127 million annually and is projected to generate \$1.7 billion based on a 25-year bond. A \$2 toll would generate \$254 million annually and is projected to generate \$3.3 billion based on a 25-year bond. A \$3 toll would generate \$381 million annually and is projected to generate \$5 billion based on a 25-year bond.

Napa residents pay roughly 2% of the tolls and are 2% of the region's voters.

NVTA staff is recommending that the NVTA board approve the projects listed in Attachment 1. The projects respond to the criteria laid out in MTC's draft principles and would make considerable improvements to Napa's most congested corridors: SR 29, SR 221, and SR 37.

### **SUPPORTING DOCUMENTS**

Attachment: (1) NVTA Proposed Regional Measure 3 Program

### NVRTA Regional Measure 3 Program Priorities

Table 1: NVRTA Proposed Regional Measure 3 Program		
Project Title	Description	RM 3 Request
<i>Park &amp; Ride Improvements - Technology/Access Upgrades</i>		
Redwood P&R	Bus charging station, electronic variable message signs (parking capacity, real time bus arrival, and traffic advisory)	\$250,000
American Canyon P&R (@ Crawford)	Includes Bike/Ped access corridor from lot to SR 29/passenger shelters/bulb outs, bus charging stations, electronic variable message signs (parking capacity, real time bus arrival, and traffic advisory) - improvements on east and west sides of highway - see pedestrian overpass below.	840,000
American Canyon P&R - (2) Pedestrian Overpasses	Overpasses at American Canyon existing P&R (American Canyon Road) and new P&R (Napa Junction)	7,000,000
Imola P&R	Widen southbound SR 29 on-ramp and connect P&R to corridor, passenger shelter, paving, striping	2,000,000
<i>Park &amp; Rides New</i>		
American Canyon-North	Acquire property and construct park and ride, including retail space and passenger amenities. Bus charging station and electronic variable message signs (parking capacity, real time bus arrival, and traffic advisory)	1,750,000
<i>Curb Extensions (Bulb outs)/Rider Stations/Amenities</i>		
American Canyon - City Hall/Walmart on corridor @Napa Junction	Street structure to improve passenger loading/alighting safety and reduce interference with traffic flow.	125,000
Napa Valley College - SR 221/State Hospital	Street structure to improve passenger loading/alighting safety and reduce interference with traffic flow.	250,000
<i>Intersection Improvements</i>		
American Canyon - Napa Junction to Mimi Drive (2.6 miles)	Bike/Pedestrian - Both sides of Broadway/SR 29	5,200,000
Napa Valley College - Imola to Kennedy Park /Streblow Dr. (0.7 miles)	Bike/Pedestrian - Both sides of Soscol/221	875,000

<b>Table 1 - Continued: NVTB Proposed Regional Measure 3 Program</b>		
<b>Project Title</b>	<b>Description</b>	<b>RM 3 Request</b>
<i>Miscellaneous Intersection Improvements</i>		
	Signal priority	\$750,000
	Queue jumps/intersection configuration improvements (3)	3,000,000
Electric Buses	Express Bus Expansion	14,000,000
<b><i>Sub-Total</i></b>		<b>\$36,040,000</b>
<i>Other Critical Infrastructure Priorities</i>		
SR 37 Upgrades	Capital investments to reduce sea-level rise and congestion on SR 37.	No Specific Request
Vallejo Ferry Operations	Increase service frequency	No Specific Request
<i>Other Program Ideas</i>		
Transit Clean Vehicle Program	Vehicles, Fueling Infrastructure	No Specific Request
Transit Technology Program	Improve communications, predictability to encourage transit ridership	No Specific Request