



## NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

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**TO:** Citizen Advisory Committee  
**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:** Executive Director Report

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

A look to the New Year – There are many critical transportation projects on the horizon for the Agency and the Citizen Advisory Committee will provide important input on many of them.

### **Project Update**

#### *Vine Bus Maintenance Facility*

The facility is now at 90% design. NVRTA has entered into an agreement with PFAL, a consulting firm specializing in public private partnerships and other creative financing instruments to help close the project funding gap. The estimated cost of the construction of the maintenance facility is \$27.7 million and NVRTA staff is looking at various funding options and debt financing, including borrowing from the Federal Department of Transportation and the State Infrastructure Bank to help fund the project.

#### *Soscol Junction*

NVRTA, in partnership with Caltrans, continues to work on the planned improvements at the intersection of State Route (SR) 29 and SR 221. The NVRTA/Caltrans team has narrowed down the preferred alternative to the double roundabout option. This is because the single roundabout alternative posed constructability issues (280 feet diameter) and would be more difficult to modify in the future. Due to these limitations, the design option was officially withdrawn by the Project Development Team. With the preferred alternative defined, the Project Team can move forward with all the needed

analysis and reports to complete the draft environmental impact report (DEIR) with its anticipated release to the public in the summer of 2019.

#### *Calistoga to St. Helena Vine Trail*

NVTA and the Napa Valley Vine Trail Coalition (NVVTC) are partnering to deliver the \$10 million segment of the Vine Trail that will connect Calistoga to St. Helena. The NVVTC is leading the effort to acquire easements from private property owners along the highway. Negotiations are progressing – slowly. There is one segment of the trail where an easement is no longer possible and the trail may deviate on Ehlers Lane. Staff met with County staff to evaluate the condition of Ehlers Lane. Because it is a functioning roadway, any improvements to that segment of the currently proposed alignment is not an eligible Active Transportation Program funds expense which is a primary source of the project construction funds.

NVTA is also requesting a funding extension because of delays associated with acquiring easements along right of way (ROW). Providing the extension is granted, the ROW, project plan, specifications, and estimates (PS&E) phases need to be completed by early spring in order to meet the deadlines associated with the grant funding.

#### *State Route 37*

With the passage of Regional Measure 3 (RM 3), NVTA is working with its State Route 37 (SR 37) partners on how to distribute the \$100 million apportioned to the SR 37 Corridor. At the November SR 37 Policy Board meeting the \$100 million breakdown was approved as such:

#### *\$100 million in RM 3 for SR 37*

Sponsor	Amount	Description
STA	\$15 million	Segment C – Fairgrounds Interchange
SCTA	\$20 million	Interim Segment B – PAED and PS&E
SCTA	\$4 million	PAED for SR 37/121 Improvements
TAM	\$3 million	Segments A1 & A2 Levee Study
SCTA/TAM	\$58 million	Segment A & B Improvements

Priorities include completing the environmental and design phase for the interim project in Segment B (the section between Mare Island and the Sonoma Raceway), completing the environmental for improvements to SR 37/SR 121 at the Sonoma Raceway, and evaluating opportunities to reduce the impacts of sea-level rise on Segment A (between the Sonoma Raceway and US 101).

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### *State Route (SR) 29 Multimodal Improvements*

NVTA is preparing to release a Request for Proposals (RFP) for a comprehensive corridor plan update that will build off the SR 29 Gateway Corridor Plan that was completed in 2014. The Plan update will focus on multimodal and operational improvements to SR 29. A key difference between the SR 29 Gateway Corridor Plan and what is currently being considered is that SR 29 in American Canyon will be maintained as a four lane highway rather than a six lane highway. However, the current study iteration will also analyze parallel corridor connections such as Newell Drive and Devlin Road. The geographic boundaries of the Plan will reach from SR 12/121 (Carneros) in the north to SR 37 in the south. Completion of the Plan I scheduled for early 2020 to align with the release of the Solutions for Congested Corridor Funding under Senate Bill 1. Soscol Junction, which will be included in the Plan, is a strong candidate for the Solutions for Congested Corridor funding.

### *Imola Park and Ride*

NVTA recently released a RFP for environmental and design work on the Imola Park and Ride. The proposed project would construct two bus pullouts and platforms on SR 29, one at the northbound off-ramp at Imola Avenue and one at the southbound on-ramp which is adjacent to the Caltrans-owned Park & Ride lot. The construction of the bus pull outs and platforms will not obstruct or impede movements to or from SR 29. The project scope also includes the implementation of pedestrian infrastructure and lighting at and between the park & ride lot, southbound and northbound. Sidewalk and bicycle facilities will be constructed under SR 29 on south side of Imola Avenue. In addition to the bus pull outs and platforms, the project will include acceleration and deceleration lanes, traffic signal improvements for bus and pedestrian access, sheltered waiting areas with lighting, wayfinding, Wi-Fi, additional bike storage, and real-time transit information. The work also includes pavement rehabilitation of the park and ride facility, and lighting and wayfinding signage. With environmental and design work completed in 2019, NVTA hopes to begin construction in 2020.

### *Imola Complete Streets Corridor Plan*

NVTA recently awarded GHD Consultants the contract to complete the Imola Complete Streets Corridor Plan. NVTA received a \$250,000 Caltrans Sustainable Communities Grant earlier this year for the completion of the Plan. The Plan will develop a comprehensive and coordinated approach for complete streets enhancements and safety improvements along the Imola Avenue corridor from Fourth Avenue in unincorporated Napa County to Foster Road in the City of Napa. The Imola Avenue Corridor Complete Streets Improvement Plan will serve as the framework for transforming a key east/west transportation corridor located at the entrance to the City of Napa Priority Development Area (PDA). The Plan is scheduled to be complete by summer 2020.

### *Autonomous Vehicle Project*

NVTA is shopping for sponsors for an Autonomous Vehicle (AV) Pilot Shuttle. The fully autonomous shuttle would operate a 1.7 mile downtown Napa loop. NVTA is aiming for a 12 month pilot duration with 3 vehicles that hold 15 passengers each and run on 10-15

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minute intervals. The shuttles would be operated by Transdev and are 100% electric. NVRTA is currently working with the City of Napa and clearing regulatory hurdles with the Department of Motor Vehicles. Staff hopes to have the AV project launch in June 2018.

#### *Countywide Transportation Plan*

In early 2019 NVRTA will be kicking off the update to the Countywide Transportation Plan (CTP). The CTP is the long-range transportation plan that incorporates a transportation vision for Napa County as well as identifies short, medium and long-term projects and programs. The Plan is updated every 4 years with the last Plan completed in September 2015. The CAC will play an integral role in providing public feedback on goals, projects and programs identified in the Plan.

#### **FISCAL IMPACT**

None

#### **SUPPORTING DOCUMENTS**

Attachments: (1) Soscol Junction Fact Sheet  
(2) Imola Park and Ride Conceptual Drawing





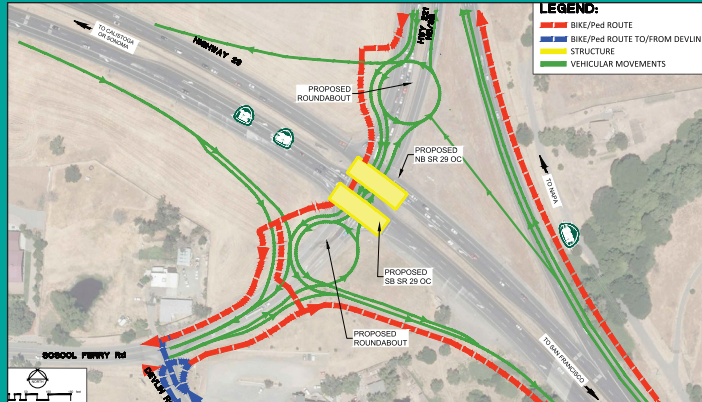
# Soscol Junction

Napa County attracts more than five million visitors annually. Coupled with population growth in Solano and Sonoma counties, SR 29 and 221 have become major interregional highways serving residents, visitors, workers and freight.

Annually commuters endure up to 225\* hours of delay in the morning and 630\* hours of delay in the evening at Soscol Junction due to congestion. The Soscol Junction project is a crucial step in relieving future traffic congestion.

Congestion at Soscol Junction has worsened over time, fueled in part by tourism, population growth and economic development. Housing production is not keeping pace with the creation of new jobs in Napa. Consequently, Napa's workers commute in from adjacent counties contributing to the traffic issues.

The existing highway configuration cannot accommodate the current traffic volumes – volumes that are likely to grow in the future.



*Proposed Concept*

## ONE SOLUTION

Soscol Junction will alleviate congestion and improve operations at the SR 29/221/ Soscol Ferry Road intersection in south Napa County, as well as accommodate bicyclists along the corridor. The proposed alternative incorporates roundabouts underneath SR 29 to allow for continuous north-south movement of vehicles. The two roundabouts are located on SR 221 north of SR 29 and on Soscol Ferry Road south of SR 29. The roundabouts will accommodate turning movements on and off the highways.

### FUNDING SOURCES

State Transportation Improvement Program (STIP)	\$12,819,000
Future funding	
• STIP	• Local Funds
• SB1	• Regional Measure

### SCHEDULE

Begin design	March 2019
End design	March 2021
Start construction	September 2022
End construction	March 2024

### EXPENDITURE PLAN

(\$ x 1,000s)

Environmental	\$6,100
Plans, Specifications & Estimates (PS&E)	\$3,000
Right-of-way	\$600
Construction	\$26,300
Total Project	\$36,000



Questions? Danielle Schmitz at [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)





Imola Avenue Park & Ride Bird's Eye View (Existing) DRAFT

July 7, 2017





# Imola Avenue Park & Ride Bird's Eye View (Proposed) DRAFT

July 7, 2017





Imola Avenue Park & Ride Street View (Existing) DRAFT

July 7, 2017





Imola Avenue Park & Ride Street View (Proposed Day) DRAFT

July 7, 2017





Imola Avenue Park & Ride Street View (Proposed Night) DRAFT

July 7, 2017