

Project Updates

FEBRUARY 16, 2022

Soscol Junction Project

STATUS

- ❑ Bids Received on Feb 2, 2022 – **low bid \$37.7M!**
- ❑ Engineers Estimate \$42M
- ❑ Mitigation requirements – Swainson Hawk, Red Legged Frog
- ❑ Soscol Ferry and Devlin intersection improvement project is 100% design and submitted to Caltrans for review – anticipate ready for bid by Fall 2022

Soscol Junction Schedule:

- Construction Contract Award – March 2022
- Groundbreaking – May 2022
- Construction – May 2022 - October 2024



Soscol Junction Budget

Secured Funding

Phase	Funding Source	Amount
PAED	STIP	\$6,100
PS&E	STIP	\$5,045
ROW	STIP	\$300
CON	STIP	\$23,419
	LOCAL	\$3,714
	LPP Formula	\$422
	CRSA	\$739
CON	SB1-SCCP	\$25,000
	Total	\$64,739

Project cost in \$1,000s – rounded to nearest thousand.

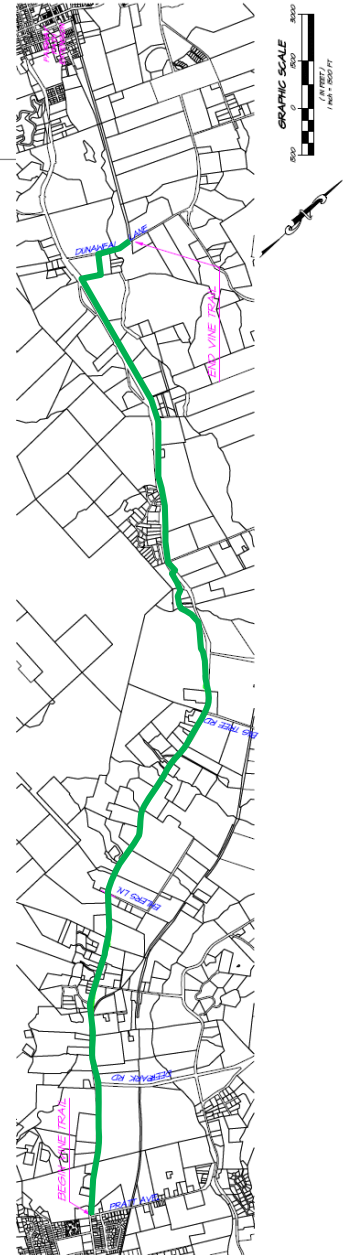
Vine Trail -St. Helena to Calistoga

Milestones

- ❑ Bids received Feb. 3 – apparent low bidder \$11.8 million (\$1.4m over budget)
- ❑ Encroachment permit received from Caltrans

Issues/Concerns

- ❑ Budget Shortfall – Construction contract needs to be approved by May 2022
 - ❑ Shortfall doesn't include Construction Management costs and some environmental and cultural monitoring, Native American Monitoring
- ❑ Re-alignment across CalFire property tentative agreement in place, redesign crossing will be sent to Caltrans for review
- ❑ Project Coordination – PG&E utility work and Caltrans Paving Project
- ❑ County Flood Control Permit – no rise permit being drafted and will be sent to the County for review; designed the bridge to be out of the flood plain



Vine Trail -St. Helena to Calistoga Budget

Budget, (\$'000)

Expenses	CON	CON SUP
Construction	\$11,819	
Con. Mgmt.		\$769
Monitoring and Mitigation		\$250
Native American Monitoring		\$60
Design Services during Con.		\$297
No Rise Permit		\$33
CALFire Fees		\$26
Contingency	\$628	
Estimated Costs	\$12,447	\$1,435

Secured Funding, (\$'000)

Funding Source	CON	CON SUP
ATP	\$6,106	
NVVTC	\$1,144	\$100
TDA-3	\$140	
Ridge Trail	\$125	
OBAG 2	\$711	
TFCA	\$200	
Additional TDA	\$2,000	
Jurisdictions		
Total	\$10,426	\$100
Shortfall	(\$2,021)	(\$1,335)

Additional Need: \$3.36 Million

Bus Maintenance Facility

Current Status

- ❑ TIFIA Loan, Bank Loan, and Construction Contract approved on Nov. 23, 2021
- ❑ Project Construction began on Jan. 4
- ❑ Grading and earthwork over 50% complete
- ❑ Groundbreaking Ceremony Feb. 18 10am – Sheehy Court



Bus Maintenance Facility

Secured Budget

Expenditure Plan	Amount ('000)
Pre-Construction	\$4,903
Construction	\$35,747
Total Project Cost	\$40,650



Imola Ave. Park & Ride Improvement

MILESTONES

- ❑ Construction Start Jan. 10
- ❑ Grading of Bus Ramps and Sidewalk; Earthwork over 80% complete
- ❑ Ahead of schedule

ISSUES/CONCERNS

- ❑ Soil drainage and compaction
- ❑ Traffic control

SCHEDULE

- ❑ Construction complete - Summer 2022
- ❑ Vine service to the Park and Ride – Fall 2022



Imola Park and Ride

Funding Source	PAED	CON	Total
TFCA	\$201	\$236	\$437
CMA/STP	\$300		\$300
FTA		\$507	\$507
Lifeline Cycle 5		\$455	\$455
Sub-HIP		\$300	\$300
Low Carbon Transit Operations Program (LCTOP)		\$1,052	\$1,052
TDA		\$249	\$249
Total Project Costs	\$501	\$2,799	\$3,300

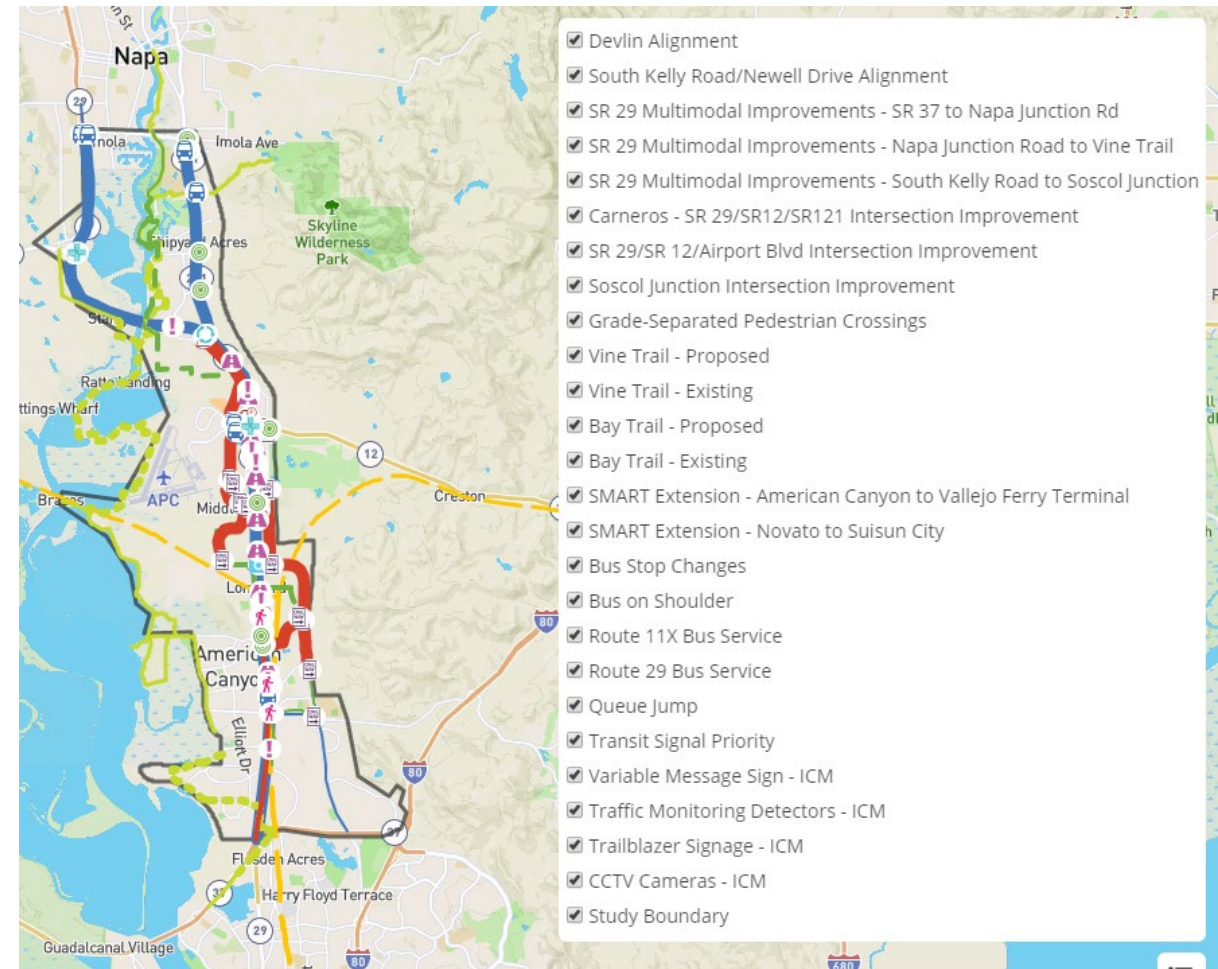


Funding in \$1,000s

SR 29 American Canyon Project Initiation Document (PID)

- ❑ Public Outreach on Improvements – Oct. 4 2021
- ❑ Caltrans review of Draft PID – Potential elimination of Alternative 3 before final draft
- ❑ Draft PID Public Review – April 2022
- ❑ PID Approval – May 2022

<https://www.nvta.ca.gov/SR29AmCan>



SR 37 Sears Point to Mare Island Improvement Project (Interim Project)



This project will add an HOV lane to improve traffic flow and peak travel times, increase vehicle occupancy, and making transit viable on the SR 37 corridor.

Key Milestones

- Draft EIR: January 2022
- Final EIR: Summer 2022
- Design: 2022 - 2024
- Construction: 2025 – 2026

Next Step

- Secure Funding to Advance Design: \$20M



SR 37 - Interim/Congestion Relief Project

SR 121 to Mare Island (Deliver in 5 Years)

Existing 2-Lane Segment B



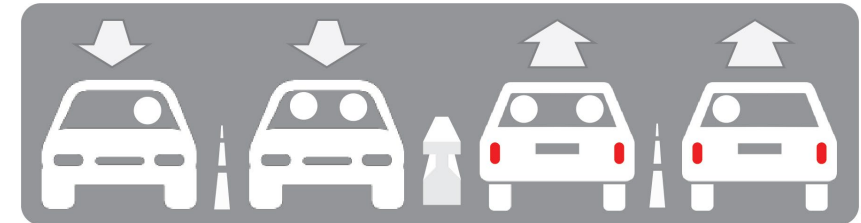
Cost Range: \$300M to \$400M

Option 1: 3-Lane Contra-Flow with Moveable Median Barriers



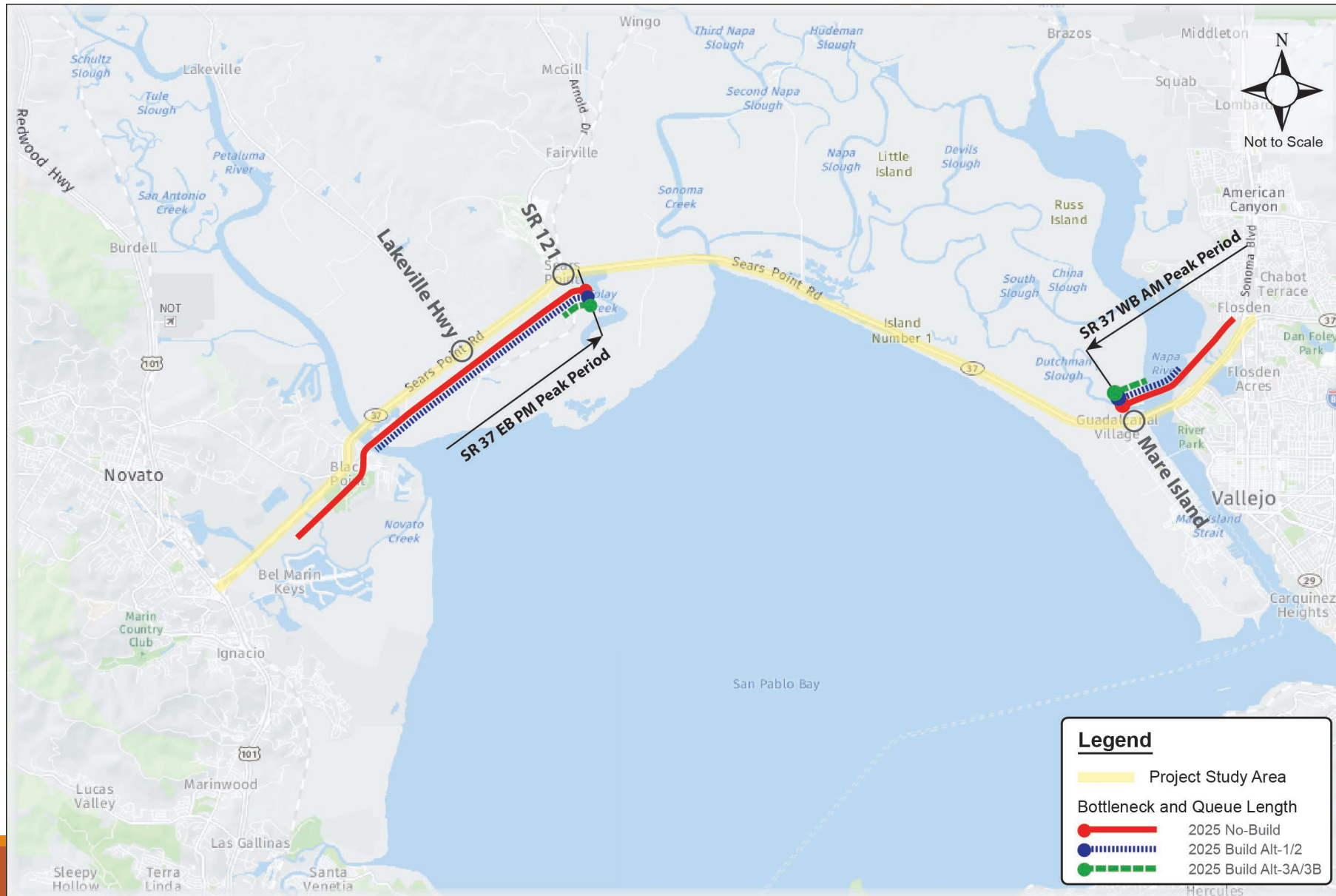
Golden Gate Bridge Example

Option 2: 4-Lane Highway (requires mitigation for bike access)

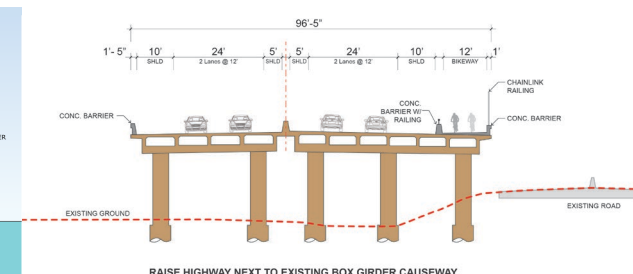
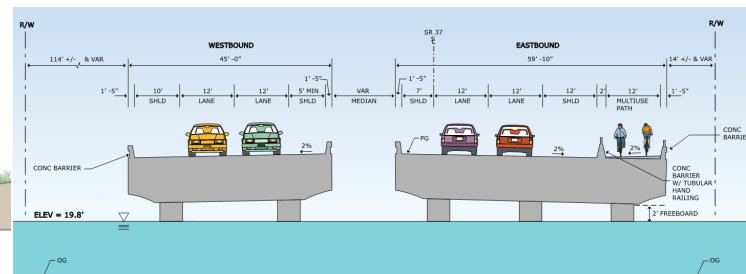


Richmond-San Rafael Bridge
Example

Traffic Bottleneck and Queue Lengths 2025



SR 37 Corridor – Ultimate Project



Reconstruction Options

Napa Valley Forward SR 29 Up Valley

Project Objectives

- ❑ Operational Improvements on SR 29 up valley
- ❑ Intersection improvements at three key locations – Rutherford Rd., Oakville Crossroad, and Madison Street
- ❑ Safety Improvements for all modes



Napa Valley Forward SR 29 Up Valley

Traffic Signals and Roundabouts are intersection improvements that would increase safety and operations at the intersections for all modes.

Project Status

- ❑ Preliminary Design and Environmental Work underway
- ❑ NVTa meeting with property owners
- ❑ NVTa/MTC securing additional funds

Traffic Signal Control



Roundabouts

