

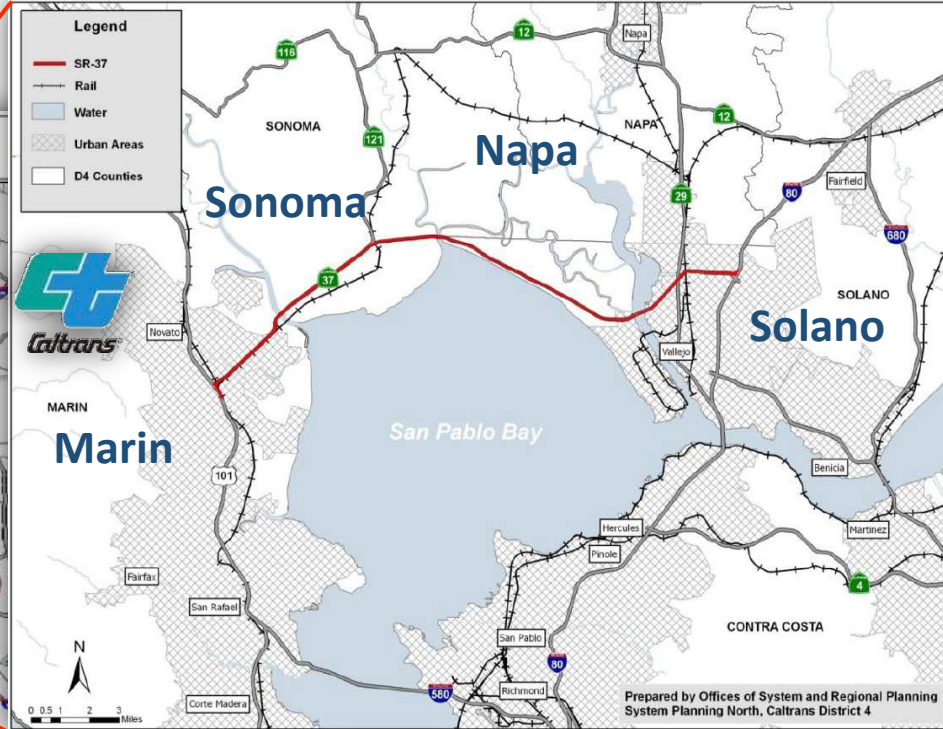


Overview of Highway 37 Project

League of Women Voters
October 21, 2017



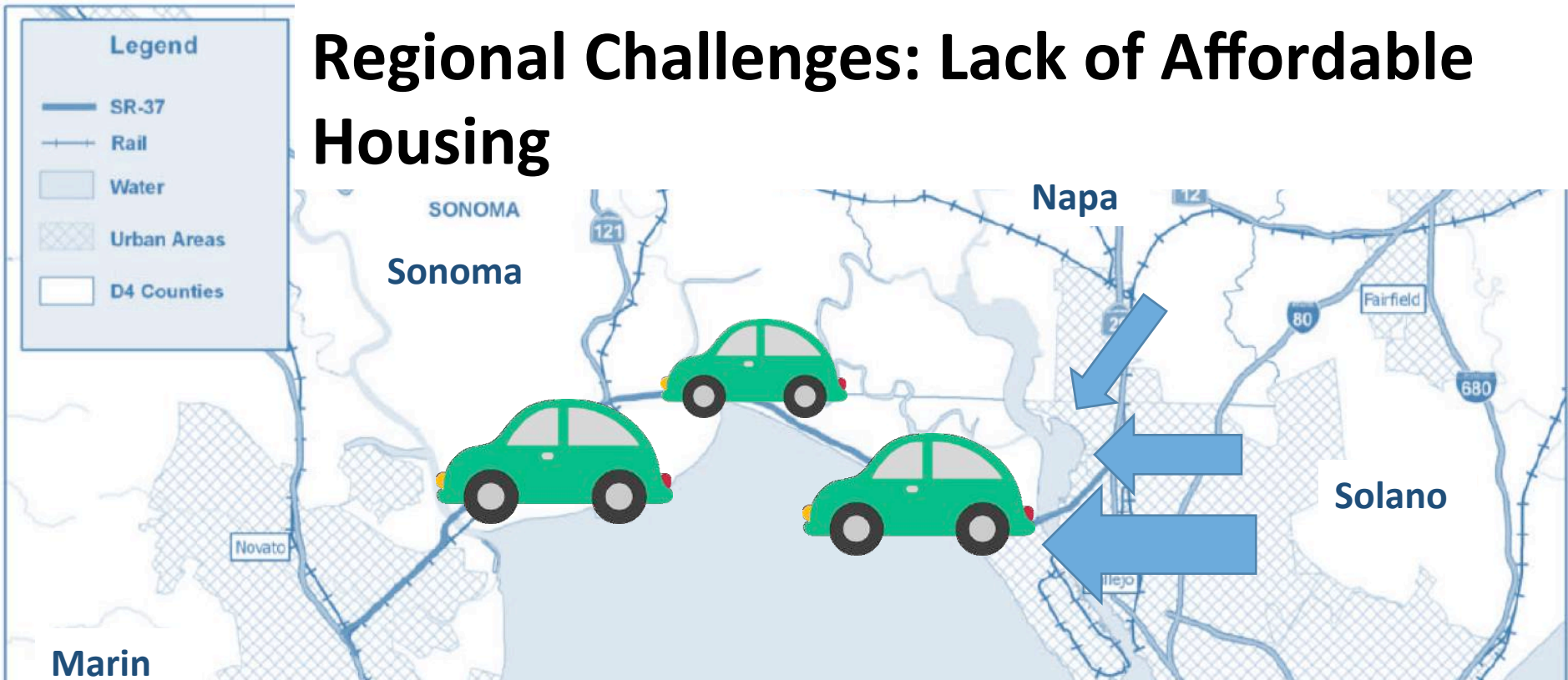
SR 37 Corridor Information



Unique Regional Corridor Attractors



Regional Challenges: Lack of Affordable Housing



Lack of Affordable Housing- Median Home prices:

- Marin \$1.08 Million
- Sonoma \$683,600
- Napa \$567,400
- Solano County \$381,500



Regional Challenges: Congestion

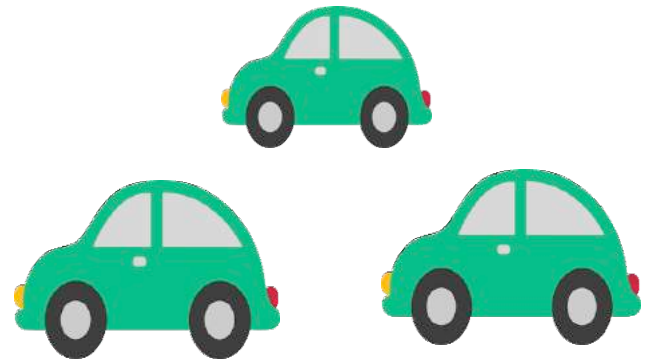
Legend

- SR-37
- Rail
- Water
- Urban Areas
- D4 Counties



Congestion:

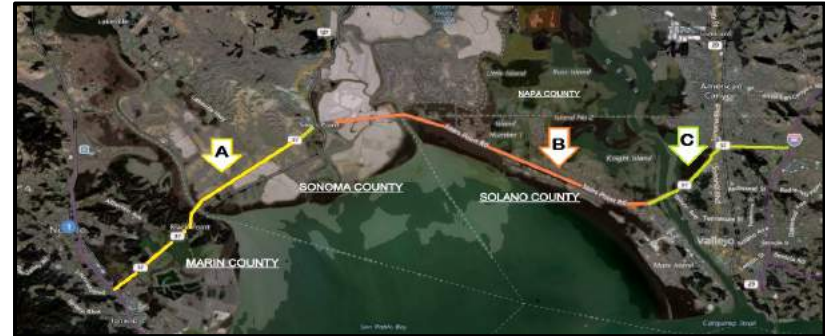
- 21 Mile Corridor from I-80 in Solano County to Hwy 101 in Marin
- Average Annual Daily Trips 45,000
- Projected to increase to 58,000 by 2040
- Current EB Travel Time Delay: ~30 mins
- Current WB Travel Time Delay: ~80 mins



Regional Challenges: Sea Level Rise

Caltrans and UC Davis SR 37 Study

- Corridor Study in 2 phases over 5 years (2011-2016)
- Corridor Segments A, B and C
- Modeled Sea Level Rise for the corridor
 - By 2050, regular inundation events
 - By 2100, entire corridor inundated
- Studied corridor concept alternatives focusing on Sea Level Rise options:
 - Berm/Embankment
 - Causeway (over land)
 - Bridge/causeway (over land-water)
 - **Range: \$1.2 Billions to \$4.3 Billion**



Berm

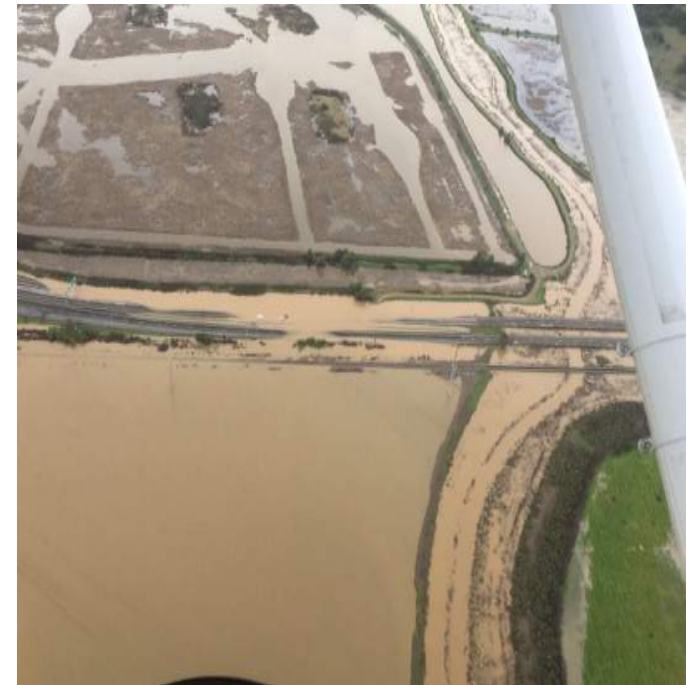
Causeway

Bridge/Causeway



Storm Events January –February 2017

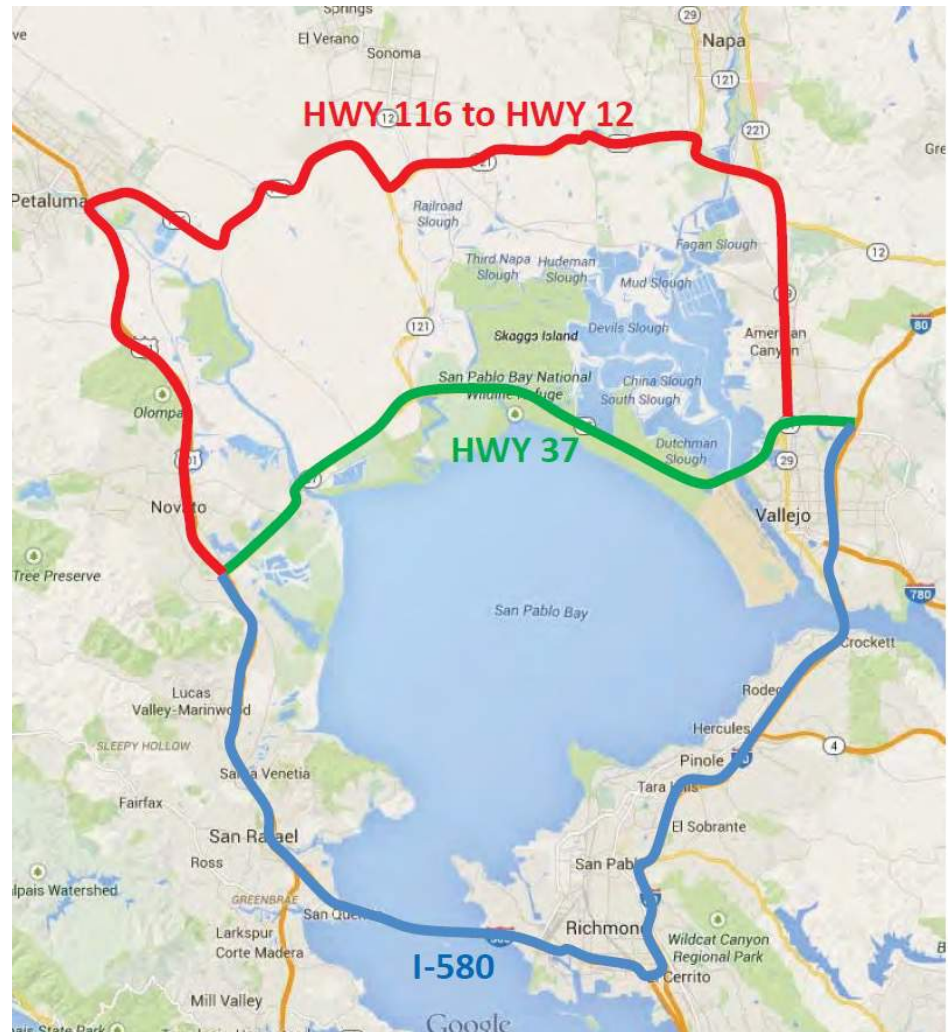
- Corridor closure 3 times for a one to two week period
- Annual flooding at SR 37/Mare Island
- Caltrans \$8 Million Emergency Fix Project between SR101 and Atherton Ave in Marin County



SR 37 Alternative Routes Between I-80 and 101

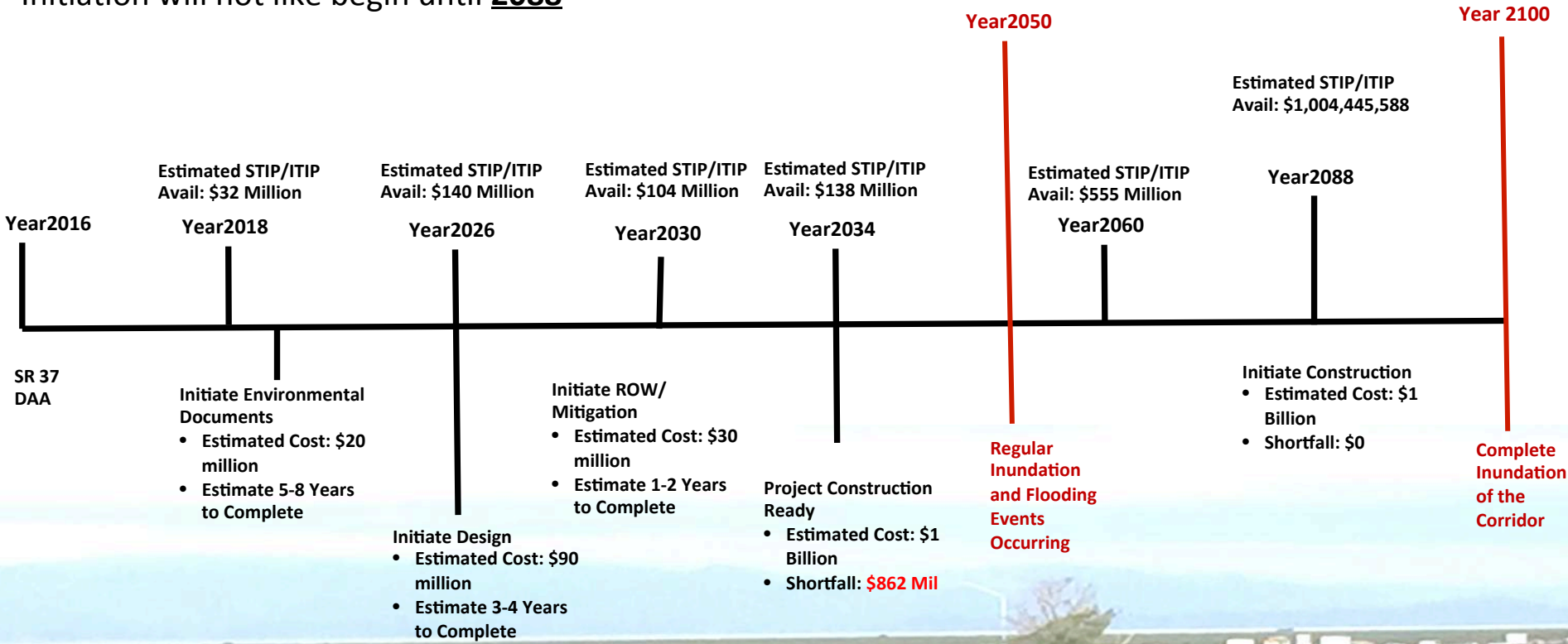
- SR 37 Corridor is 21 miles in length
- Northern Route (Hwy 12 to Hwy 116)- 44 miles
- Southern Route (Richmond Bridge – I-580)- 43 miles

SR 37 Closure would have severe congestion impact to I-80 and SR 101 and sub corridors



Traditional Public Finance Option Timeline:

Under Ideal Traditional Funding Circumstances, Construction Initiation will not like begin until **2088**



- Assumptions:**
1. SR 37 Segment B Cost \$1.2 Billion (Starting Point)
 2. All STIP from all 4 N. Bay Counties committed
 3. ITIP Population Share of 4 N. Bay Counties also committed
 4. Cost assumptions for each phase is noted above

SR 37 MOU Partnership

- SR 37 Policy Committee (Public Forum for Public Outreach) – 3 elected representatives from Napa, Marin, Sonoma, and Solano County Transportation Authorities
- SR 37 Executive Committee- 4 County Transportation Authorities Executive Director Committee
- SR 37 Project Leadership Team- Project Manager and Staff of 4 County Transportation Authorities Technical Advisory Committee
- STA Lead Coordinating Staff with support from SCTA, TAM and NVTA
- Other participants include Caltrans, MTC, BCDC staff and various interest groups



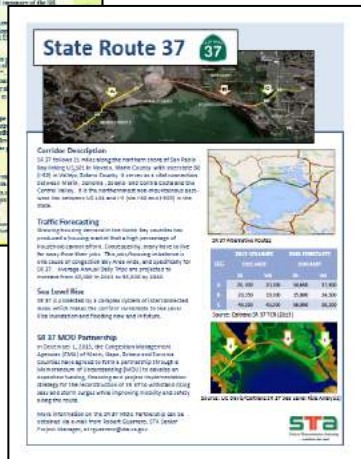
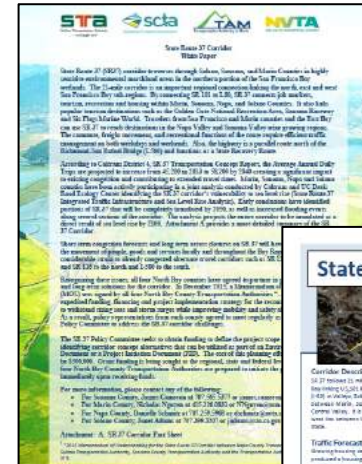
SR 37 Policy Committee Tasks Completed

1. SR 37 Policy Committee Formed December 2015
2. Existing and Potential Transit Options Presentations:
 - ✓ SR 37 Express Bus Service
 - ✓ WETA Ferry Service
 - ✓ Passenger Rail Service
3. Forum for regional agency presentations (BCDC, Caltrans, and BATA)
4. Procured Project Finance Advisory Limited (PFAL) Consultants for Financial Expertise in Public and Private Financial Options
5. Obtained \$800k from MTC for Corridor Study and Alternative Analysis with match funding from four North Bay County Transportation Authorities



SR 37 Policy Committee Tasks Completed

4. Presented 6 State and National Transportation Lessons Learned Case Studies (PFAL)
5. Developed SR 37 Corridor Fact Sheet and White Paper for Fund Advocacy
6. Adopted 25 Corridor Policy Questions and Considerations
7. Developed Public Outreach Scope and Coordination
8. Developed Traditional Public Financing Timeline
9. Complete initial corridor financial option assessment by PFAL
10. MTC Corridor Study and Design Alternatives expected to be completed in April 2018



State and Regional Agency Participation

Caltrans

- Owner and operator of the facility
- Provides oversight and input on design, environmental and traffic operations

Metropolitan Transportation Commission

- MTC and the four County Transportation Authorities agreed to fund a Project Initiation Document equivalent: SR 37 Corridor Transportation and Sea Level Rise Improvement Plan (Design Alternatives Assessment)
- Phase 1: Corridor Level analysis building off Caltrans and UC Davis sea level rise analysis
- Phase 2: focused analysis identifying a priority segment project to fund which addresses both sea level rise and congestion



MTC SR 37 Corridor Study and Design Alternatives Summary

Phase 1

1. Data Collection and Assessment
2. Corridor Plan-
 - A. high level framework
 - B. identifies priority segment and Phased Improvements

Phase 2

1. Identification of Potential Improvement Strategies

- A. Improve Congestion
- B. Improve Travel Modes
- C. Interchange/Intersection Reconfiguration
- D. Operational: ITS, Merge Improvements
- E. Sea Level Rise Adaptation

2. Detailed Analysis

- A. Traffic Operations
- B. Design
- C. Cost Estimates
- D. Environmental Screening



Financing Options Under Consideration

1.

Traditional

- Revenue: non-tolled facility
- Facility Ownership: public
- Contract: traditional inter-agency agreements
- Funding: only public funds (local/state/fed grants)
- Delivery Method: Design-Bid-Build (DBB)

2.

Public-private partnership (P3)

- Revenue: tolls, sales tax
- Facility Ownership: public
- Contract: long term lease with private partner (e.g. 30 to 50 years)
- Funding: mix of public funds (local/state/fed grants) and private funds (equity & debt)
- Delivery Method: Design-Build-Finance-Operate-Maintain (DBFOM), DBFM and DBF

3.

Public-Public

- Revenue: tolls, sales tax
- Facility Ownership: public
- Contract: Cooperative Agreement e.g. Bay Area Toll Authority (BATA)
- Funding: publicly financed (e.g. revenue bonds), grants
- Delivery Method: DBB, DB

4.

Privatization

- Revenue: tolls
- Facility Ownership: private
- Contract: Acquisition & Development Agreement
- Funding: 100% privately financed (equity & debt)
- Delivery Method: full private responsibility for asset

Goals/Objectives:
Roles &
Responsibilities

Determine
"Best Value"
approach via
Value-for-
Money
Assessment

Industry/Market
Feedback

Toll Options Under Consideration



“Toll Road”

Three toll locations

Toll charge per mile travelled

Segment	Toll
A	\$1.70
B	\$2.25
C	\$1.05
Total	\$5.00



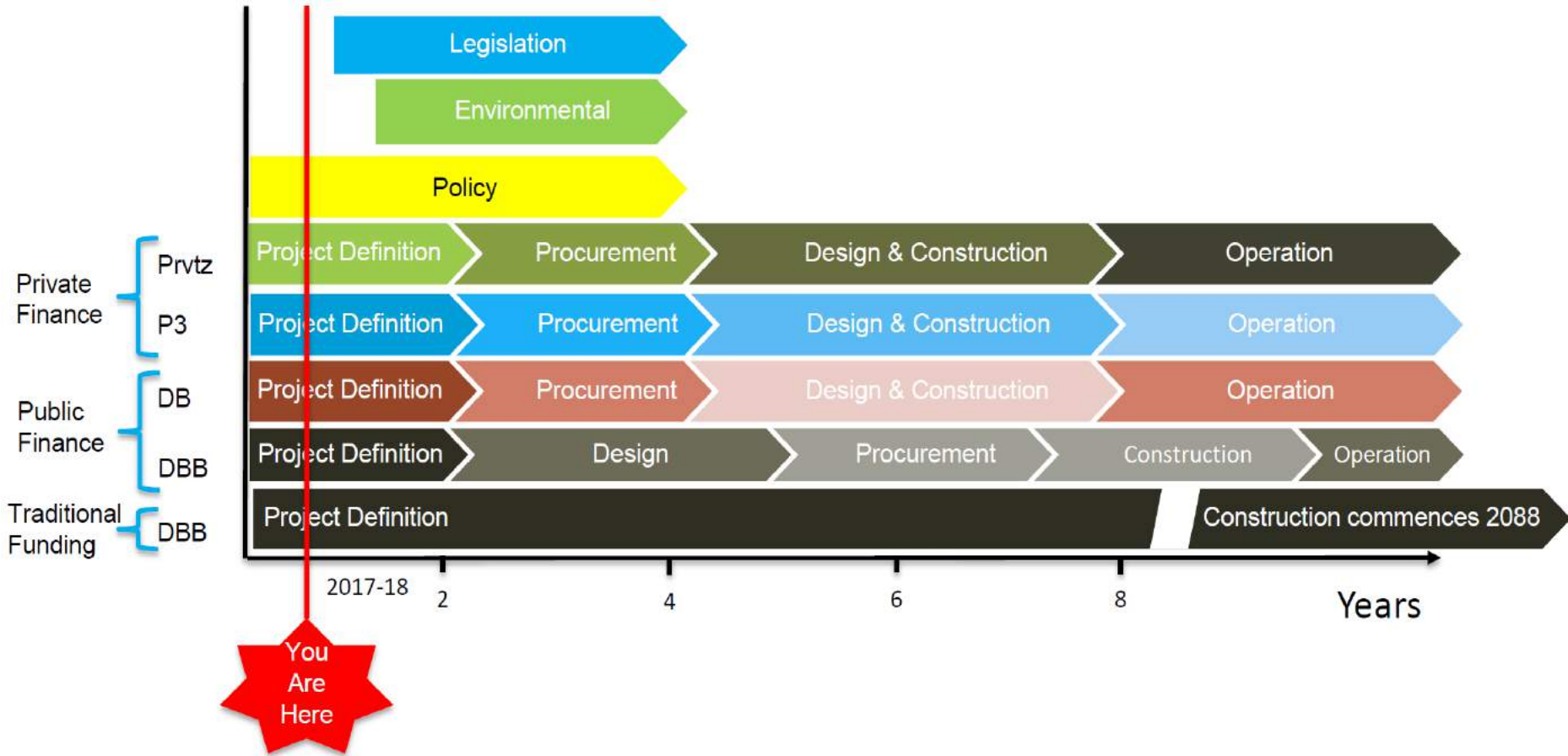
“Toll Bridge”

One toll location

Toll charge per “crossing”

Segment	Toll
A	-
B	\$5.00
C	-
Total	\$5.00

SR 37 Corridor Status



Delivery models: Prvtz = Privatization, P3 = Public Private Partnership, DB = Design Build, DBB = Design Bid Build

Private finance means private debt/equity e.g. developer/infrastructure funds, bank debt, private placement, PABs;

Public finance means municipal/federal debt e.g. revenue bonds, TIFIA loan;

Traditional funding means the highway is not tolled e.g. federal/state/local funding such as STIP/ITIP;



STra

Solano Transportation Authority
... working for you!



NVTA

NAPA VALLEY TRANSPORTATION AUTHORITY

Approach for Advancing Segments B&C





SR 37 Policy Committee

**Includes 3 Policy
Representatives from each
Transportation Authority**

SR 37 Policy Committee Focus

- **Four County Transportation Coordination and Planning**
- **SR 37 Corridor Study**
- **Provide Public Forum**
- **Coordinate with Regional and State Agencies**

SR 37 Environmental Task Force for Segments B&C

Purpose:

- 1. Develop Guiding Principles for Purpose and Needs Statement for Environmental Documentation related to:**
 - Flood Protection
 - Sea Level Adaptation
 - Environmental Justice and Equity
 - Environmental Mitigation
 - Transit Alternatives
 - Corridor congestion
- 2. Provide Recommendations to the SR 37 Project Delivery Group and STA Board**

STA SR 37 Environmental Task Force Members:

Supervisor Erin Hannigan, Chair
Supervisor John Vasquez, Solano BCDC Rep
Mayor Elizabeth Patterson, STA
Jess Malgapo, Vallejo Council Member
Robert McConnel, Vallejo Council Member
Belia Ramos, Napa County BCDC Rep
Sonoma County BCDC Rep (Proposed)

STA Lead Staff Coordinator:

Robert Macaulay, Director of Planning

Coordinating Agencies:

SCTA
NVTA
SCWA
Solano County Resource Management
Solano Land Trust
Vallejo Flood Control District
BCDC
Other Affected Agencies
Caltrans & MTC





SR 37 Policy Committee



SR 37 Project Delivery Group

1. Advances Project Delivery Phases
2. Identifies and obtaining funding for Project Phases

STA Lead Coordinator:

Janet Adams, Director of Project
PFAL, Consultant

STA SR 37 Environmental Task Force

1. Develop Guiding Principles for Purpose and Needs Statement for Environmental Documentation
2. Provide Recommendations to the SR 37 Project Delivery Group, STA Board, and SR37 Policy Committee

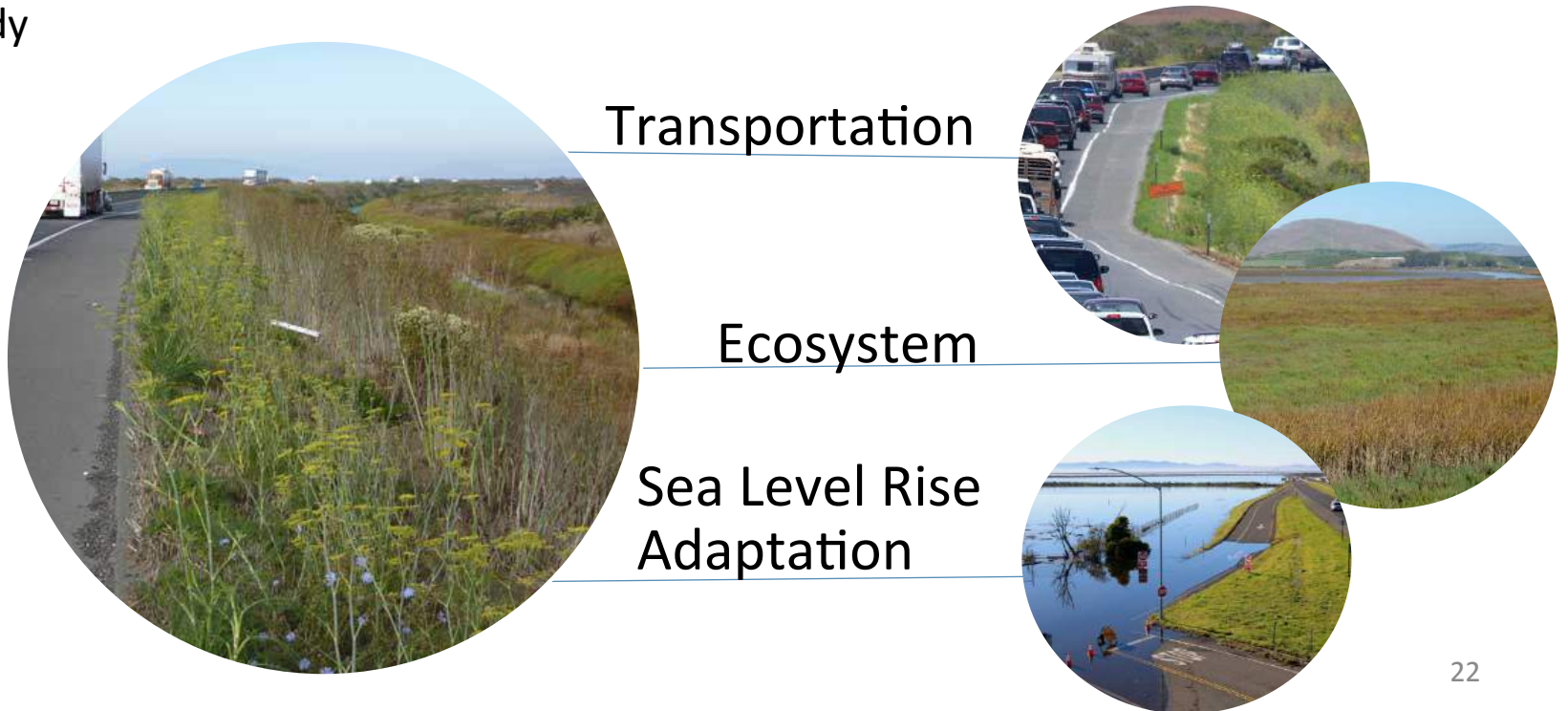
STA Lead Coordinator:

Robert Macaulay, Director of Planning
Steve Kinsey, Consultant Alta Planning

MTC Environmental Stakeholder Outreach

One Design, Many Inputs

- Series of planned targeted staff technical working groups between November through March 2018
- Participants include state, regional and local environmental and transportation staff
- Goal: integrate transportation ecosystem and sea level rise into the corridor study



Next Steps

1. Raise Public Awareness of Corridor Improvements Needed:
 - Completed 4-County Public Open Houses
 - Planned Focus Groups
 - Planned Telephone Town Hall Meeting
 - Planned Web Survey
 - Planned 2nd Round of Public Input Meetings
2. Complete SR 37 Transportation and Sea Level Rise Corridor Improvement Plan
3. Identify and pursue financing options to initiate and complete initial projects (Request for Information RFI Approach)





Questions?





Contact Information

Daryl Halls
Executive Director
dkhalls@sta.ca.gov
707.399.3205

