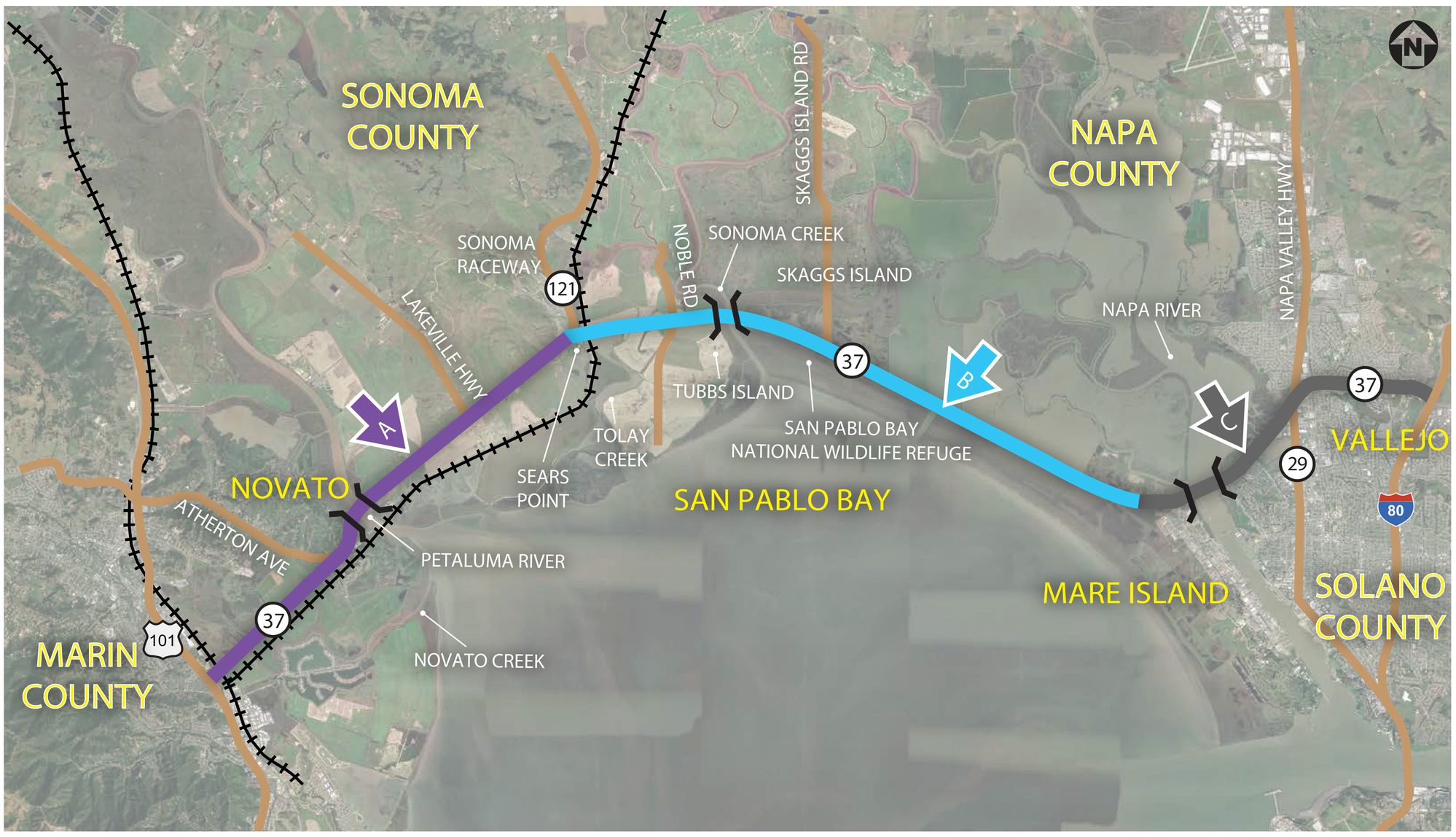
Process Overview

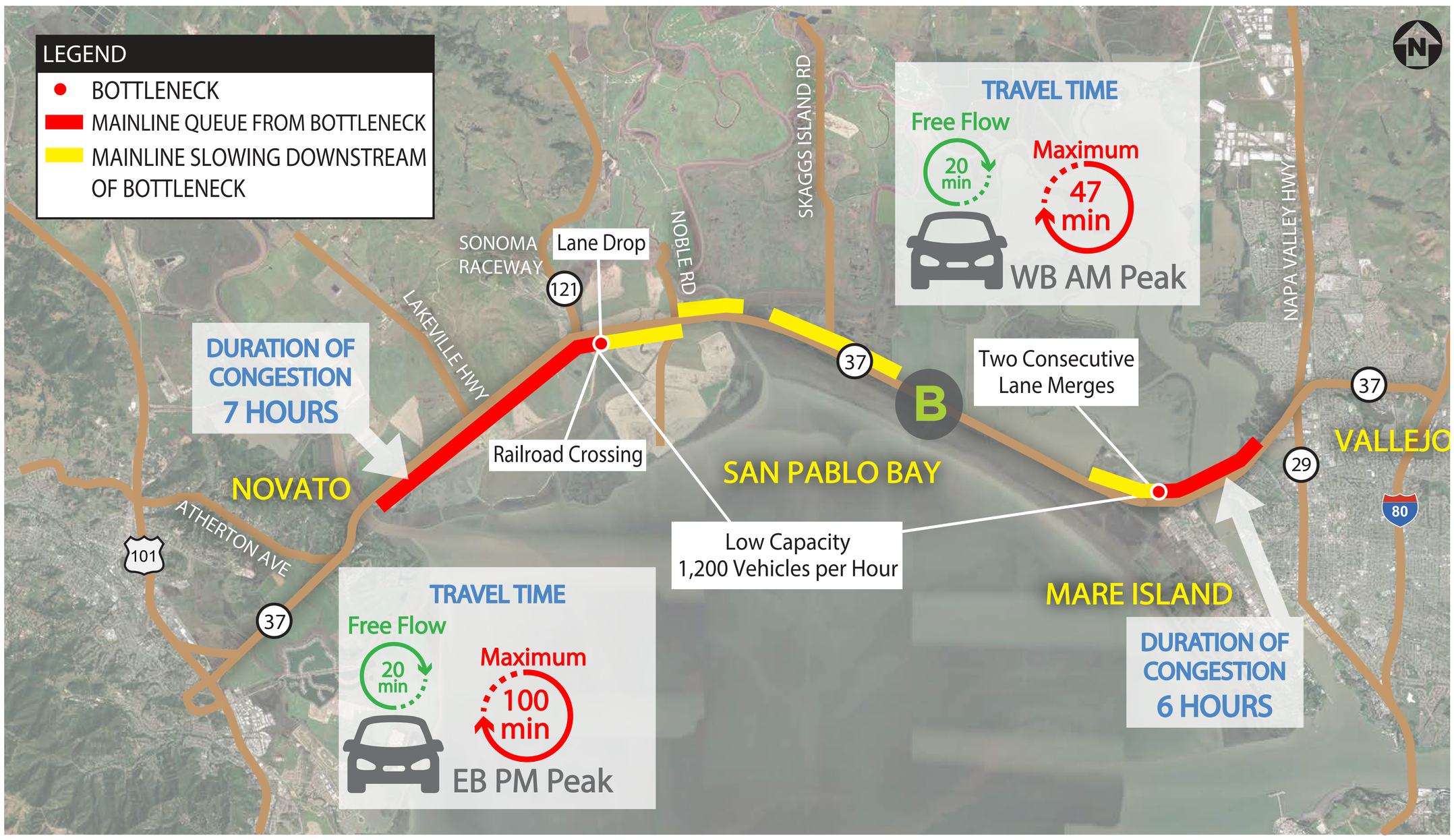
In response to impacts from sea-level rise, flooding and increased traffic along the corridor, the counties of Marin, Napa, Sonoma and Solano, in partnership with Caltrans and the Metropolitan Transportation Commission, are planning to improve access and safety along Highway 37. In December 2015, the Transportation Authorities of Marin, Napa, Solano and Sonoma Counties formed a Policy Committee to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37. The SR 37 Policy Committee membership includes 3 elected officials from Marin, Napa, Solano and Sonoma Counties.

SR 37 POLICY COMMITTEE GOALS AND OBJECTIVES

- Produce an integrated Transportation and Ecosystem Design
- Improve mobility across all modes and maintain public access
- Increase corridor resiliency to storm surges and Sea Level Rise



Traffic Concerns



The growing jobs/housing imbalance in the Bay Area is causing congestion problems throughout the region, and specifically for SR 37. The high traffic demand combined with the low capacity results in severe congestion for both weekday peak period and weekend traffic.

Prioritizing Segment B

Segment B, the two-lane segment between SR 121 (Sears Point) and Mare Island (Vallejo) was identified as a priority segment for capacity enhancement to close the gap between the two four-lane segments on either end.

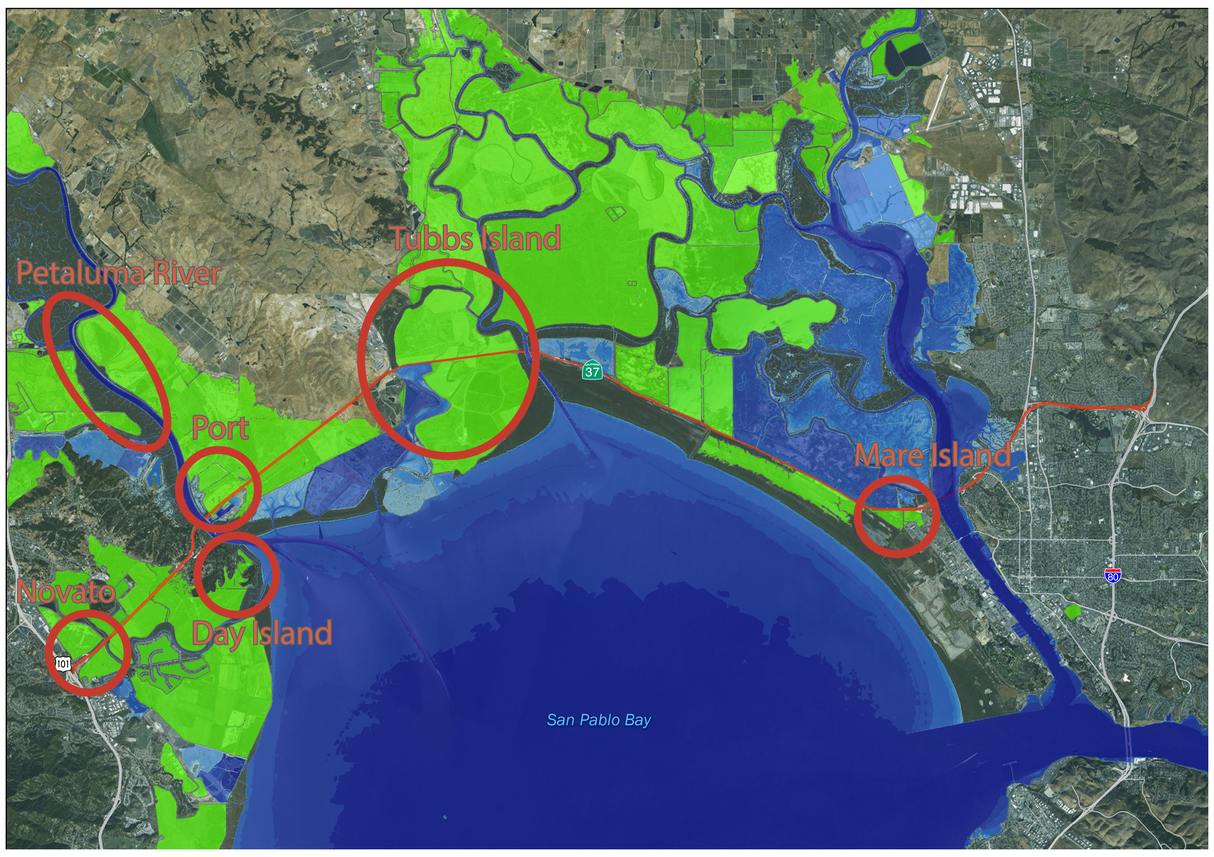
SR 37 CONGESTION

100 minutes	Maximum travel time during PM peak
47 minutes	Maximum travel time during AM peak
7 hours	Eastbound PM commute congestion
6 hours	Westbound AM commute congestion
2 days	Weekend congestion
0	Transit services

Environmental Concerns

Short Term Flooding

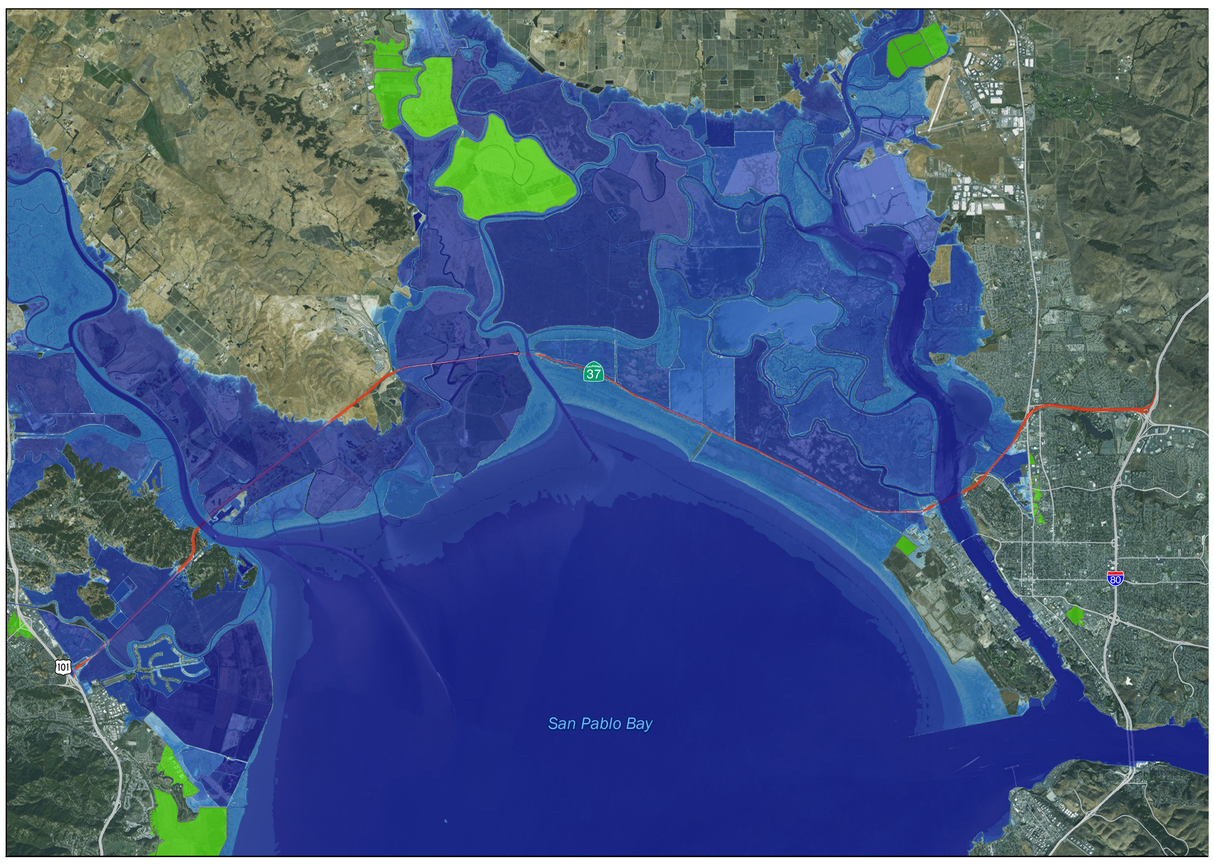
Currently, SR 37 is protected by a complex system of interconnected levees which makes the corridor vulnerable to Sea Level Rise inundation, storm surge flooding and tidal inundation. Six low spots in the existing levee system have been identified as weak links in the system, making portions of Segments A, B and C more vulnerable to short term flooding and eventual Sea Level Rise.



Weak Links in the Levee System

Sea Level Rise

Rising sea levels due to climate change will critically impact both the study corridor and surrounding sensitive ecosystems. A majority of Segments A and B will be completely inundated during the 36" Sea Level Rise scenario, corresponding to the likely Sea Level Rise projection in 2100. Permanent inundation is expected as soon as 2050 on SR 37 between SR 121 and Sonoma Creek.



36" Sea Level Rise Scenario

Environmental Sensitivity

SR 37 crosses the San Pablo Bay National Wildlife Refuge. The wetlands, waterways and uplands surrounding the corridor provide habitat for a wide variety of native fauna and flora, including some state and federally-protected species.

Red Legged Frog

Ridgeway Rail

Salt Marsh Harvest Mouse

Potential Financing Options

The SR 37 Policy Committee commissioned an affordability analysis to help identify the most adequate funding strategy, considering both traditional and non-traditional financing options. A trade-off analysis considering cost, availability of funding, level of control, revenue sharing potential, and timeline will determine which option is most appropriate.

The timelines associated with each financial option differ greatly and will therefore weigh significantly in the decision-making process since improvements to SR 37 are urgent.

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)

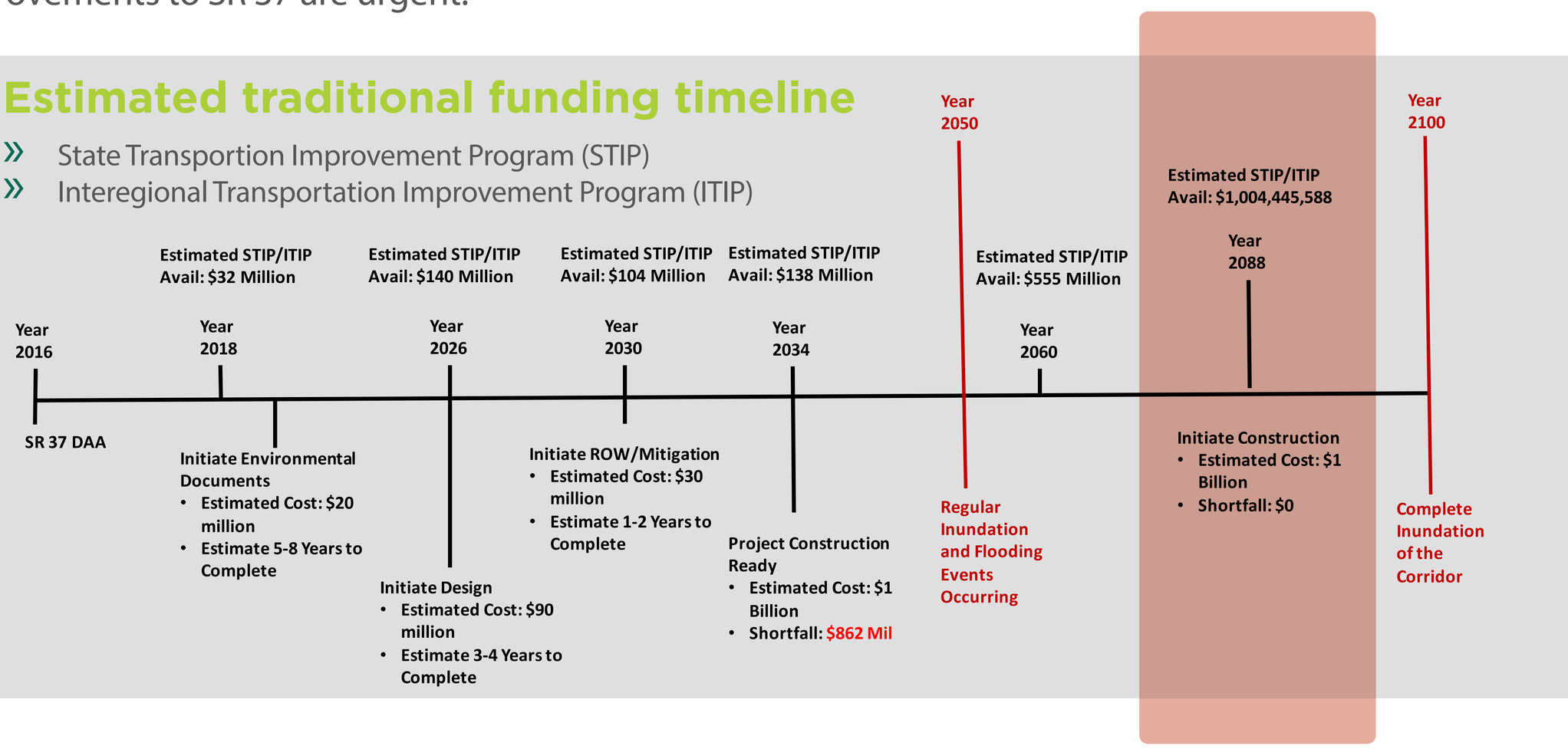
2. Public-private partnership (P3)
- **Revenue:** tolls, sales tax
- **Facility Ownership:** public
- **Contract:** long term lease with private partner (e.g. 30 to 50 years)
- **Funding:** mix of public funds (local/state/fed grants) and private funds (equity & debt)
- **Delivery Method:** Design-Build-Finance-Operate-Maintain (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

Estimated traditional funding timeline

- State Transportion Improvement Program (STIP)
- Interegional Transportation Improvement Program (ITIP)



Bridge Toll Option

One toll location: toll charged per crossing

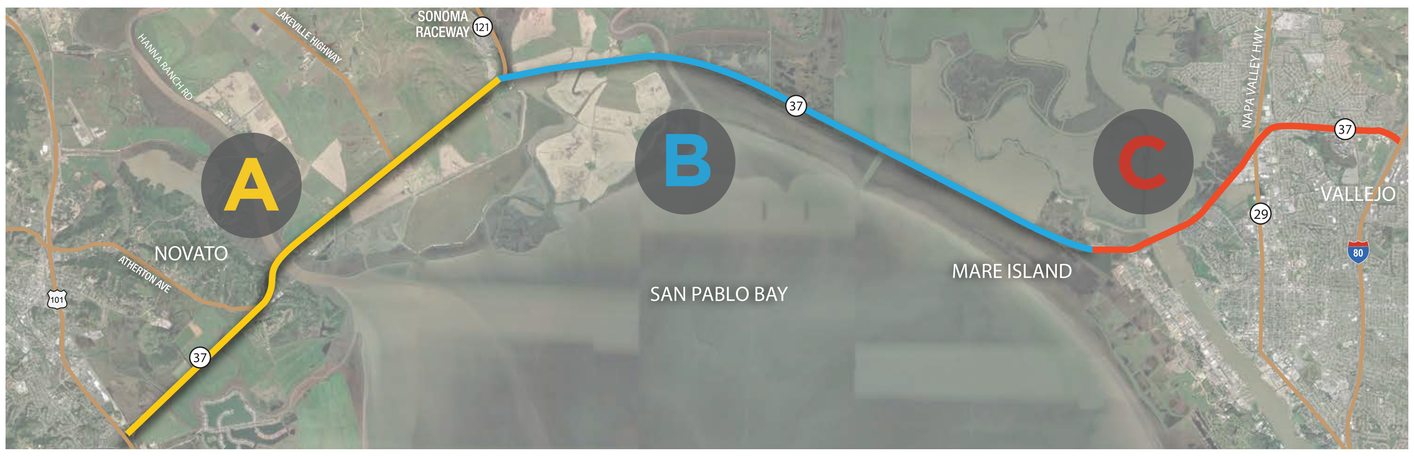
Road Toll Option

Three toll locations: toll charged per mile

Tolling options

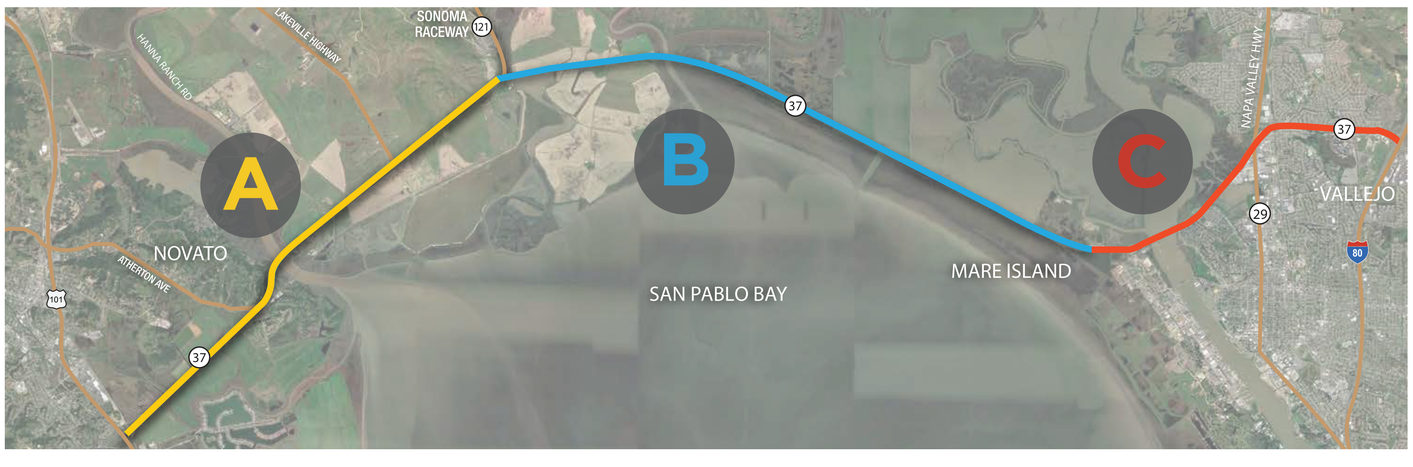
The recent SR 37 Affordability Analysis concluded that tolling was required to fund a replacement project.

Potential Near Term Improvements



LOCATION	IMPROVEMENT	PROJECT COST (2017$)	IMPLEMENTATION TIMEFRAME
SEGMENT A	» Flood Protection	$7.5 M	1-3 years
PRIORITY SEGMENT B	» SR 37/SR121 Intersection Improvements	$5-10 M	1-3 years
	» Fix Settlement Issues at Railroad Crossing		1-2 years
	» Metering at Mare Island Westbound On-ramp	$ 4 M	3-5 years
	» Westbound merge and lane drop improvements west of Mare Island on-ramp	$ 2.5 M	1-3 years
	» Flood protection - Raise road at Mare Island	$ 5 M	1-3 years
CORRIDOR	» Park and Ride Lots	$ 2 M	1-2 years
	» Express Bus Transit Service	TBD	1-2 years
	» ITS Improvements - Changeable Message Signs	$4 M	1-2 years

Potential Mid- to Long-Term Improvements



Raised roadbed alternatives:

Levee/embankment

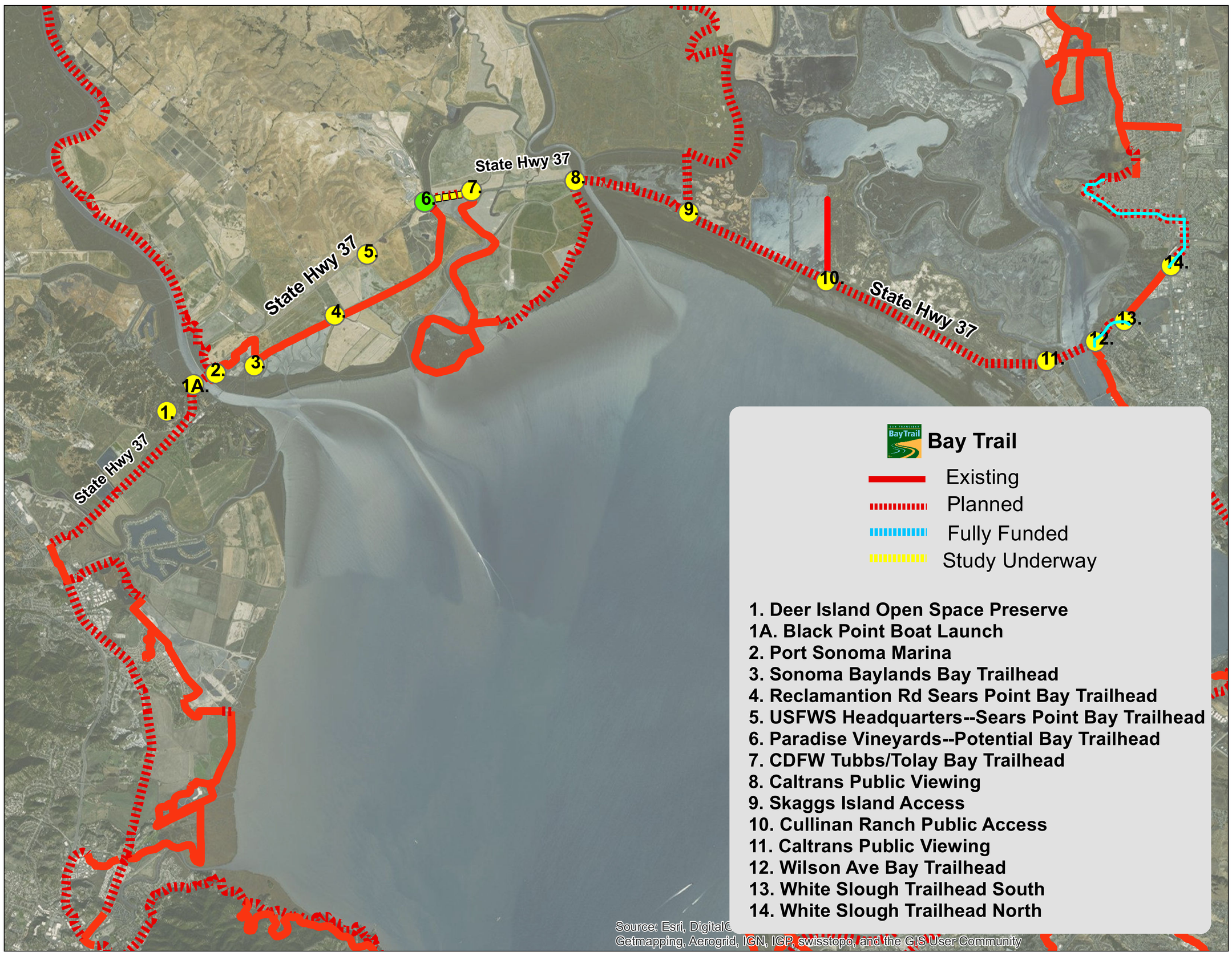
Slab Bridge/Causeway

Box Girder Causeway

LOCATION	IMPROVEMENT	PROJECT COST (2017 $)	IMPLEMENTATION TIMEFRAME
SEGMENT A	» Levee Improvements for flood protection	$7 M	10-20 years
	» Raised Roadway and Lakeville Highway Interchange Improvement	$ 420-1,600 M	20-30 years
PRIORITY SEGMENT B	» SR121 Interchange Improvements and railroad grade seperation	$100 M	10-20 years
	» Widen 2-lane segment from SR 121 to Mare Island and Mitigation	$210-1,900 M	7-10 years
	» Complete reconstruction of Mare Island Interchange	$50 M	7-15 years
	» Raise road at Mare Island to protect from future flooding	$8 M	7-10 years
SEGMENT C	» Raised roadway from Napa River Bridge to just west of SR 29/SR37 Interchange	$150-370 M	10-20 years

Existing and Planned Bay Trail

Potential improvements to existing and planned Bay Trail along the State Route 37 corridor



Source: Bay Trail Project