

# Resilient State Route 37

## Sears Point to Mare Island Improvement Project



**BAIFA Presentation**  
**December 21, 2022**



**BAIFA**  
BAY AREA INFRASTRUCTURE  
FINANCING AUTHORITY

**NVTA**  
NAPA VALLEY TRANSPORTATION AUTHORITY

**scta**  
SONOMA COUNTY TRANSPORTATION AUTHORITY

**STRA**  
Solano Transportation Authority  
... working for you!

**TAM**  
Transportation Authority of Marin

**Caltrans**

# Highway 37: Regionally Significant 21-Mile East-West Corridor



# Corridor Challenges

## Congestion



## Flooding



## Sea Level Rise



# Resilient State Route 37

DELIVER A CORRIDOR PROGRAM THAT PROVIDES IN COMMUNITY BENEFITS FOR ALL



Sea Level Rise  
Adaptation

Improve resiliency of transportation infrastructure to sea level rise and flooding



Multimodal  
Transportation

Improve traffic flow and peak travel times by relieving congestion and increasing person throughput



Equity

Enhance the quality of life for residents and build stronger local and regional economy for all



Ecology

Restore ecological and hydrologic flows to enhance productivity of wetlands and Baylands



Public Access

Provide accommodation for multimodal use and facilitate public access to natural resources

# Resilient State Route 37 Program – Phased Implementation

CONCURRENT PROJECT DEVELOPMENT. DELIVER EARLY COMMUNITY BENEFITS.

*Environmental - Design - Construction*

## Sears Point to Mare Island Improvement

- Address Equity
- Improve Travel Times and Reliability
- Support Transit and Carpool Prioritization
- Advance Baylands Restoration
- Enhance Resilience and Public Access

## Early Benefits



Transition

## SR 37 Sea Level Rise Adaptation (I-80 – US 101)

- Long Term Corridor Resilience (Planning and Environmental Linkages Study)
- Multiple Project Implementation (Flood Reduction Project – 101 to Atherton)
- Equity, Bike, Pedestrian, Transit, and Public Access
- Advance Mitigation

## RESILIENTSR37



Today

2025

2050

**RESILIENTSR37**

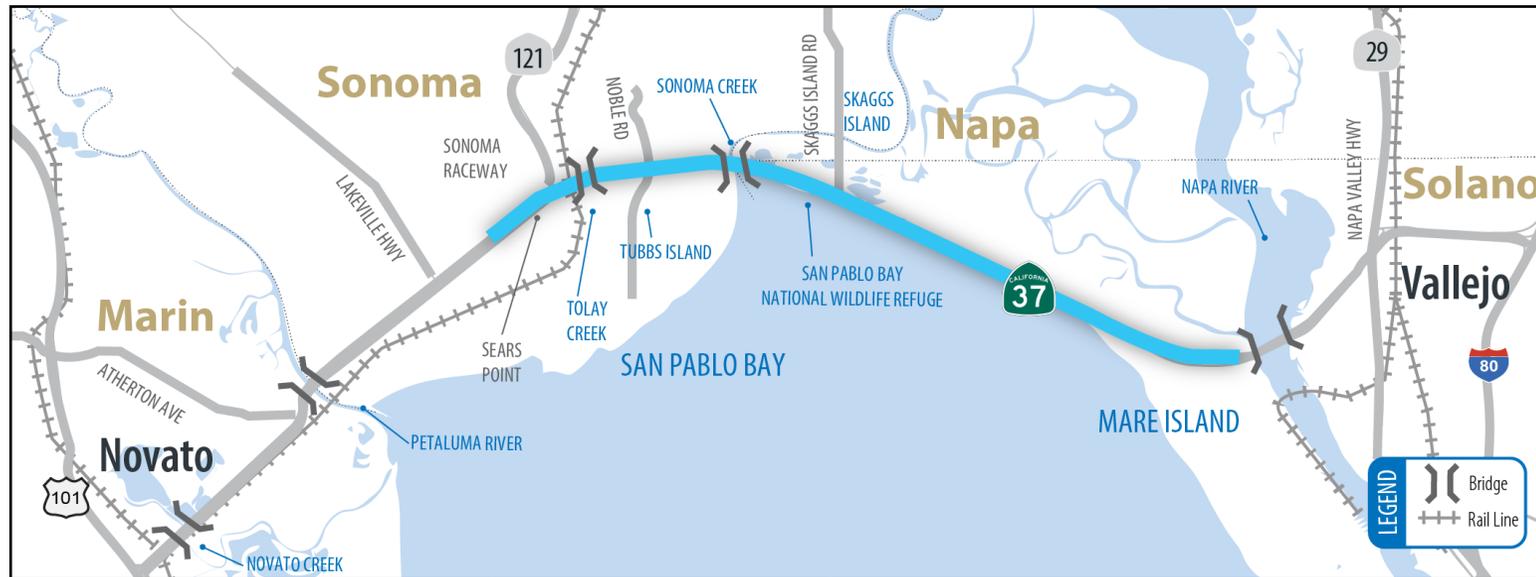
# SR 37 Sears Point to Mare Island Improvement Project

## Purpose

- To improve traffic flow, peak travel times, and increase vehicle occupancy, between Mare Island and State Route 121.

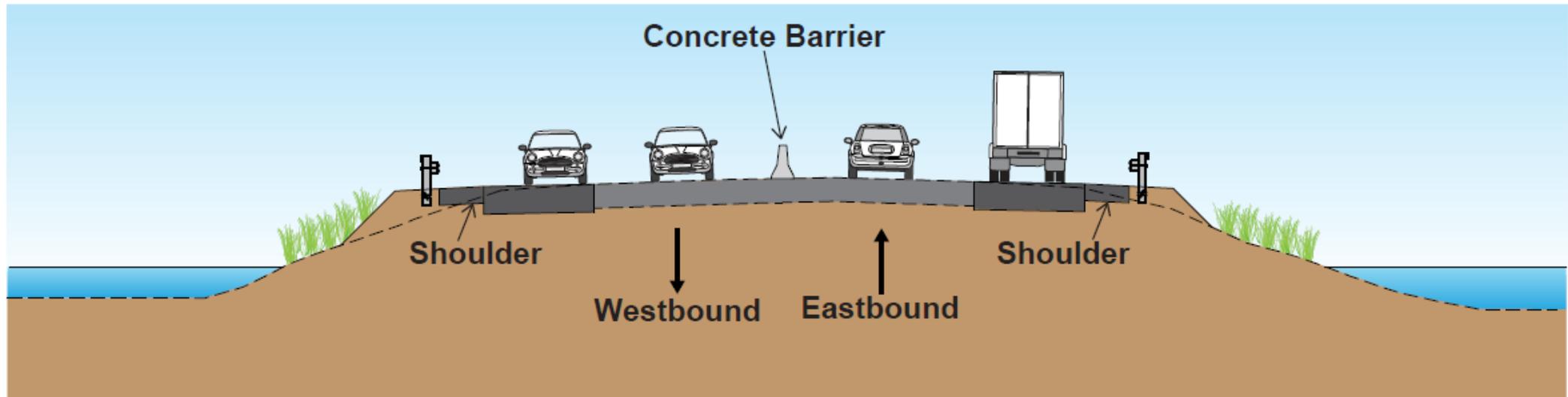
## Need

- Alleviate substantial traffic congestion where the highway lanes merge to one lane in each direction.
- Address existing equity challenge
- Address lack of multimodal travel options



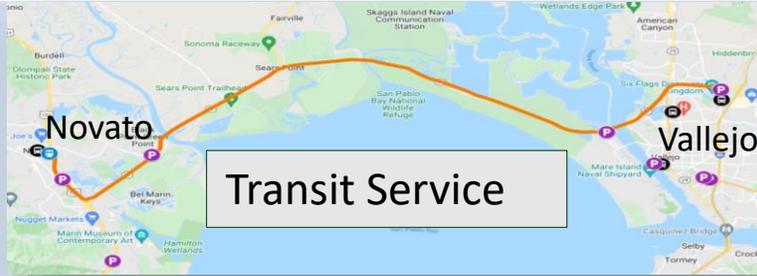
# New Project Components

- HOV Lane
- Bus Transit Service
- Public Access Improvements
- ITS Improvements
- Ecological Enhancements
- Implementation of Tolling \*
  - Provide Necessary Funding For This Project
  - Manage VMT



\* Approval is required from the California Transportation Commission for tolling authority.

# Project Deliverers: Equity, Sustainability, and Funding



## Equity

- Transit & Rideshare
- Travel Reliability between Housing & Jobs
- Means Based Discounts for Tolls & Transit



## Sustainability

- Reduced Interim Flooding Risk (Subsidence)
- Reduced VMT with Tolling
- Tolay Creek Bridge & Strip Marsh East



## Funding

- Local Funding Match for Federal and State Dollars
- Advance Ultimate SLR Adaptation

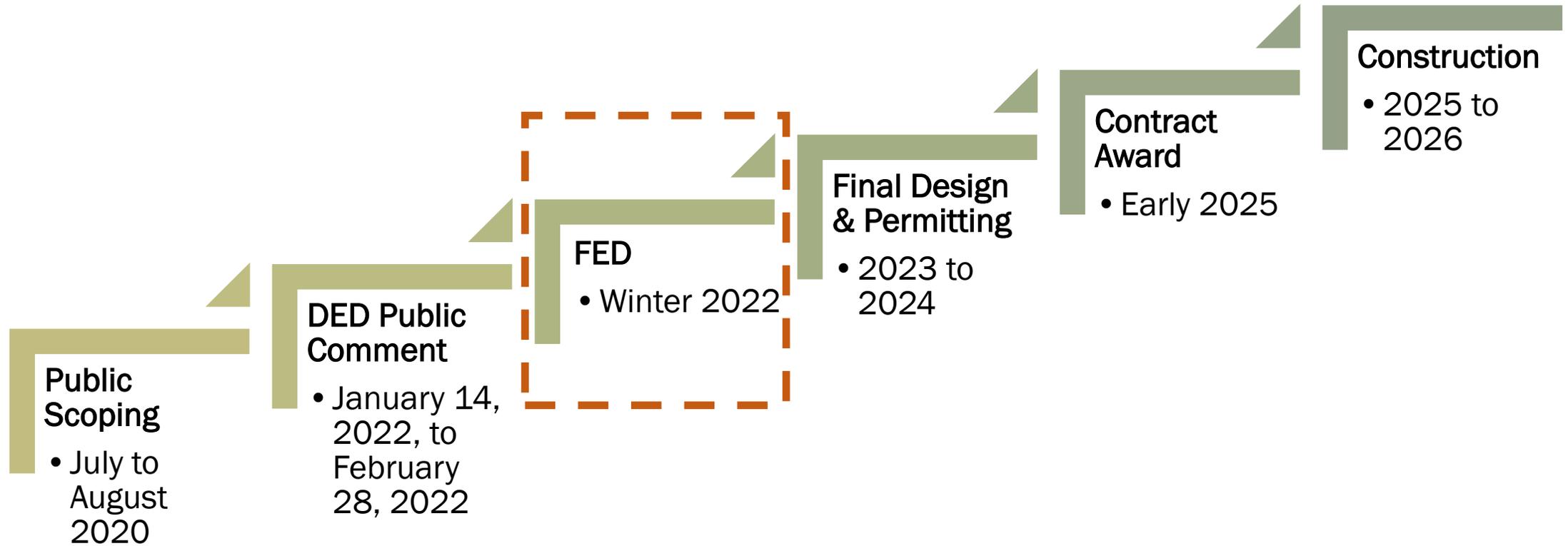


# Project Funding Plan

Funding Source	Amount (in \$M) *	Status
Bay Area Toll Authority	\$8	Committed Local Funds
California Senate Bill 170 (SB 170)	\$3	Committed State Funds. Budget Act of 2021 allocates \$3M for design of the Project.
California State Funds	\$17	Committed State Funds
State Route 37 Toll Revenues	\$74.3	Uncommitted. Toll authorization will be secured through the CTC's Toll Facilities Program. Toll financing work could begin following authorization of tolling.
Senate Bill 1 - Solutions for Congested Corridor Program (SCCP)	\$70	Uncommitted. Grant application submitted.
Senate Bill 1 - Trade Corridor Enhancement Program (TCEP)	\$80	Uncommitted. Grant application submitted.
State Highway Operations and Protection Program (SHOPP)	\$67.7	Existing SHOPP fund from two on-going overlapping SHOPP projects near SR 121, pending on an overall committed funding plan and future SHOPP funds.
One Bay Area Grant 3 (OBAG 3)	\$10	Committed Regional Funds
USDOT Multimodal Project Discretionary Grant - Rural Surface Transportation Grant	\$100	Uncommitted. Grant application submitted.
<b>Total</b>	<b>\$430</b>	

\* Total project cost is currently estimated at \$430 million. The project cost and funding plan are subject to change.

# Project Timeline



# Bay Area Infrastructure Financing Authority (BAIFA) as Applicant for CTC Tolling Application

- BAIFA will serve as SR 37 tolling authority, in consultation with the SR 37 Policy Committee
  - Approve toll rates, including discounts
  - Adopt toll ordinance (toll violations)
  - Deliver, operate & maintain toll system
  - Direct toll revenue: O&M, near-term and long-term projects, other eligible corridor expenses
- CTC Tolling Application
  - Anticipated Approval at the March 2023 CTC Commission Meeting

# Resilient State Route 37 Memorandum of Understanding

- Agreement with four North Bay Agencies and Caltrans to deliver Resilient SR 37 Program
- Amendment to existing MOU
  - Update organizational structure for delivery from BATA to MTC/BAIFA
  - Integrate Sonoma-Marín Area Rail Transit District (SMART)
  - Approved by Operations Committee at December 9, 2022 meeting

