

State Route 37 Implementation

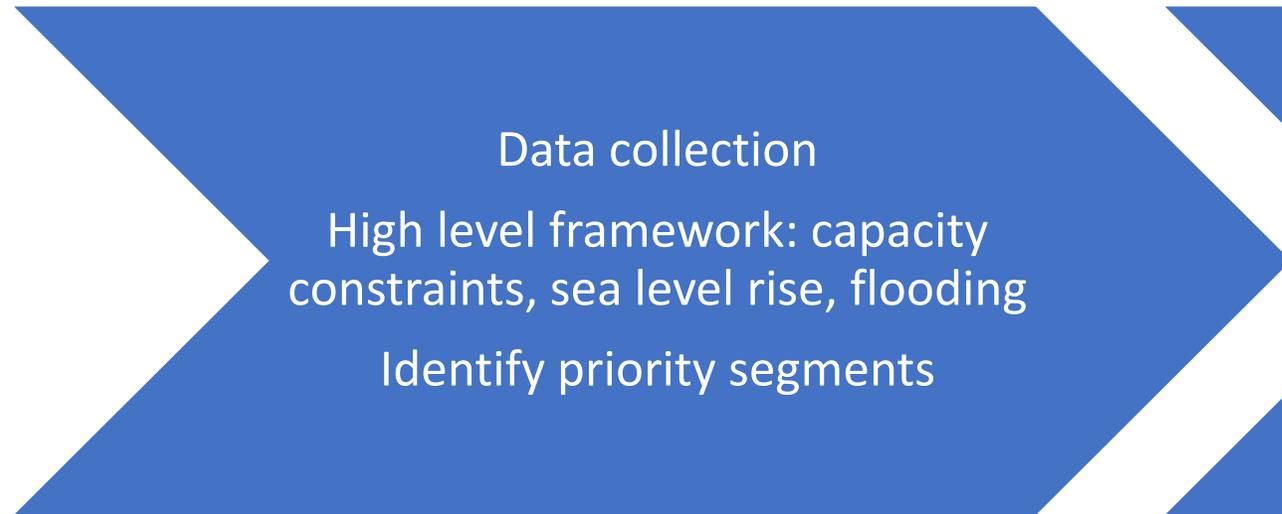
Sonoma County Transportation Authority

July 10, 2017



Design Alternative Assessment

Phase 1: Develop a Corridor Plan



Phase 2: Priority Segment Alternatives



Today

Fall 2017

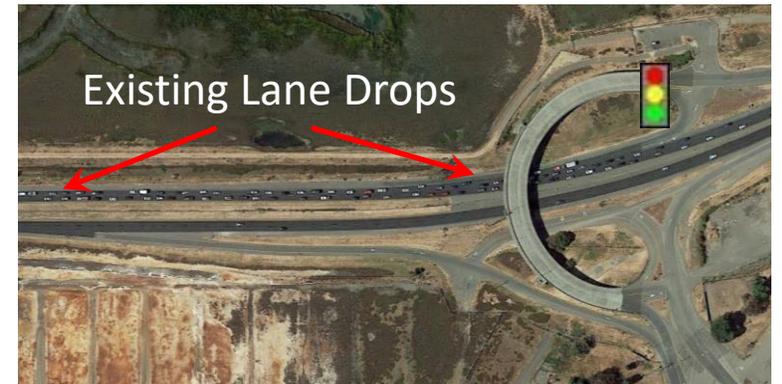
Spring 2018

SR 37 Near-Term, Low Cost Operational Improvements

- Focus on Optimizing Existing Segment B Capacity:
 - Current vehicle throughput is low: 1,300 vehicles per hour (vph)
 - **Optimal 2-lane highway throughput: 1,400 – 1,600 vph**



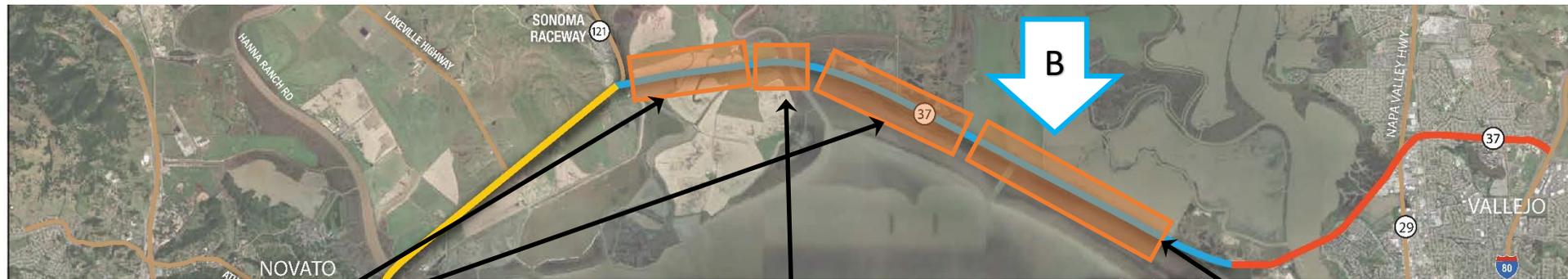
- Eastbound Improvements at SR 121 & Rail Crossing
 - Extend 2 Eastbound Lanes Through Rail Crossing and Fix Dip
 - Modify Existing Intersection to Improve Safety and Operations, Options include: Restripe and extend existing turn lanes, Roundabout, Continuous eastbound movement, Displaced eastbound left turn movement
- Westbound Improvements at Mare Island Interchange:
 - Implement ramp metering and improve merging
- Provide Express Bus Services, Markets Include:
 - Vallejo and Fairfield in Solano
 - Novato and San Rafael in Marin
 - Potential Operators: Golden Gate Transit, SolTrans



SR 37 Contra Flow Managed Lane

3-Lane Segment B

- Median contra-flow managed lane, movable or fixed barriers
- Raised roadbed with a combination of embankment, box culverts, slab bridge
- Provide bike lanes
- Flexible to expand to 4 lanes to respond to future traffic conditions



Levee/Embankment



Slab Bridge



Box Culvert

SR 37 Roadway and Levee Elevations



Environmental

- Regional Advance Mitigation Plan (RAMP) opportunity
 - Environmental banking
 - Early engagement; build trust
 - Nature Conservancy, Coastal Commission, California Fish & Wildlife and other resource agencies
- Accelerate environmental studies
 - Impacts based on Design Alternatives Analysis Phase 2
 - Identify long-lead studies (e.g., biology)
 - Determine “expiration date” and begin accordingly



Risk Management through Alternative Delivery

	A	B	C	D	E	
	Traditional Design Bid Build (DBB)	Public Design Build (DB)	P3 Design Build Operate Maintain (DBOM)	P3 Design Build Operate Finance Maintain (DBFOM)	Privatize	
Project Definition	Public	Public	Public	Public	Private	
Environmental						
Design – 35%			Private	Private		Private
65%						
95%						
100%						
Construction						
O&M			Public	Public		Public
Funding / Financing						
Toll Revenue				Public		

BATA Toll Bridge #8: Sears Point – Mare Island



Change to BATA Statute

Amend Section 30910 of the Streets & Highways Code as follows:

(a) The state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission are the following bridges:

- (1) Antioch Bridge.
- (2) Benicia-Martinez Bridge.
- (3) Carquinez Bridges.
- (4) Dumbarton Bridge.
- (5) Richmond-San Rafael Bridge.
- (6) San Mateo-Hayward Bridge.
- (7) San Francisco-Oakland Bay Bridge.
- (8) Sears Point – Mare Island Bridge.

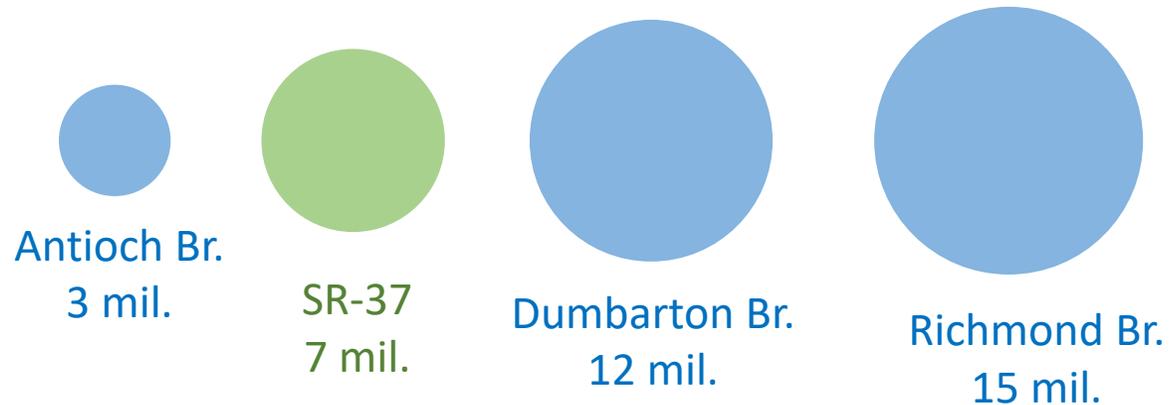
Sears Point-Mare Island Bridge includes approaches on SR-37 from 121 to Mare Island interchange. (Section (c))

BATA may defer tolling until it has made sufficient progress on improvements (Section (d)), and is not responsible for operations & maintenance until tolls are collected.

Estimated Annual Toll Revenue: Sears Point – Mare Island Bridge

\$55 million in 2019

Annual Traffic Volume, Westbound



Assumptions:

- Current traffic (2014): 6.8 mil. vehicles per year, westbound
- Projected traffic (2019): 7.0 mil.
- 0.5% annual traffic growth
- Proposed RM3 toll schedule

Proposed RM3 Toll Schedule	
# of Axles	Toll Rate
2	\$7.00
3	\$17.00
4	\$22.00
5	\$27.00
6	\$32.00
7	\$37.00
2-axle carpool	\$3.50

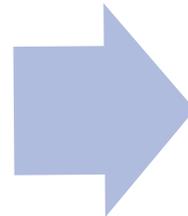
Multi-axle formula = (# of axles x \$5) + \$2 surcharge

Joint Venture between BATA and CMAs

- BATA Bridge has advantages for financing though capacity is not unlimited
- Proven track record and capacity to take on financing, implementation and operations risk
- History of working collaboratively with CMAs to deliver projects
- BATA role in delivery should correlate with assumption of risk

BATA Financing Advantages

Established track record in delivery, O&M, toll policy, violation management and bond financing
Enterprise system



Compared to stand-alone toll facility or express lane

1. More secure credit structure
2. Lower interest rates
3. Lower debt service coverage ratio
4. Higher up front net proceeds from debt financing (larger sum available for construction)
5. Better ability to absorb risk (cost overruns or revenue shortfalls)

Recommendations

1. Secure funding for environmental in RM3
2. Seek legislation to make SR 37 Segment B (Sears Point – Mare Island) the 8th BATA bridge
3. Pursue Design Build Operate Maintain (DBOM)
4. Consider implications (e.g., congestion management, fairness) of tolling strategies
 - Segment vs bridge
 - Congestion tolling
 - Two-way tolling

