

TOLLING ON STATE ROUTE 37 – OVERVIEW OF SB 1050 (DODD)



**Presentation to State Route 37 Policy
Committee
March 3, 2022
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SB 1050 (DODD) OVERVIEW

- Establishes the SR 37 Toll Authority to be governed by the Bay Area Infrastructure Financing Authority (BAIFA).
- BAIFA is a JPA of MTC and BATA in 2006 to finance the State contribution to the toll bridge seismic program and other projects – a financing arm for MTC. (BAIFA governance to be modified this year to be coterminous with MTC.)
- Specifies eligible uses of the toll revenue to include interim and ultimate projects and Baylands ecological restoration improvements (such as land acquisition, advance mitigation and environmental restoration) and public access enhancements.
- Authorizes issuance of toll bridge revenue bonds.
- Designates the Sonoma Creek Bridge – defined as SR 37 segment from SR 121 to Mare Island or “Segment B” — as top priority for the funds.



TOLLING PROVISIONS



- Sets a minimum toll of \$1 and a maximum rate of whatever BATA two-axle rate.
- Tolling is authorized in both directions, subject to combined cap above.
- Tolls may not be imposed before January 1, 2026
- Requires low-income discount with range of 25-50% for residents of North Bay counties (Marin, Napa, Solano, Sonoma).
- Requires 50% HOV discount
- Authorizes peak period/congestion pricing.

ACCOUNTABILITY PROVISIONS



Requires SR 37 Toll Authority to hold a public meeting and take public comment at least 30 days before adopting toll schedule.



Requires development of an expenditure plan within 90 days of tolls taking effect, updated every three years. Requires SR 37 Toll Authority produce an annual audit of toll revenues.



Requires consultation with SR 37 Policy Committee and Caltrans regarding any projects funded by SR 37 tolls.



Requires SR 37 Toll Authority produce an annual audit of toll revenue.



Tolls would be removed once bonds are fully repaid unless SR 37 Toll Authority adopts finding by 2/3 vote that they are needed to reduce vehicle miles traveled.

EXTRA SLIDES

SR 37 PROJECT NEED

- State Route 37 (“SR 37”) is the major corridor extending from US 101 in Novato to I-80 in Vallejo utilized by commuters, freight and recreational travel; designated as State Recovery Route 3
- SR 37 is currently subjected to significant challenges which will get worse in the near future:
 - **Congestion is a major problem** – significant congestion 7 days a week, including weekends
 - **Surrounded by sensitive ecosystem** – Surrounding wetlands and the San Pablo Bay National Wildlife Refuge makes construction difficult
 - **Flooding** – Parts of SR 37 are low lying and subject to flooding



SR 37 PROJECTS – NEAR-TERM AND LONG-TERM

The Highway 37 Policy Committee is exploring a two phased project

Interim Project (along segment B shown below)

- improve travel times
- increase vehicle occupancy
- minimize environmental impact of construction

Ultimate Project (segments A, B and C shown below)

- to improve traffic flow and peak travel times
- increase vehicle occupancy
- accommodate multimodal use
- improve resiliency to future sea level rise and flooding
- provide ecological and hydrological enhancements to facilitate adaption of the corridor landscape to sea level rise



BAIFA TOMORROW: SAME BOARD AS MTC, WITH A NEW TOLLING COMMITTEE

- BAIFA board coterminous with MTC to enable regional transportation financing
- Tolling Committee provides in-depth review/recommendations to the full board on all matters related to BAIFA express lanes and SR 37, similar to BATA Oversight Committee

	Full Board (21 members; 18 voting)	Tolling Committee (9 members; 8 voting)
Membership	Same as MTC	BATA Oversight Chair Operations Chair Express Lane County commissioners: ALA, CC, SOL* SR 37 County commissioners: MRN, SON, NAP Cal STA (non-voting) * Represents SOL for both express lanes and SR-37
Authority	Issue transportation financing Issue express lanes and SR-37 financing Approve policy, technical and recommendations for express lanes and SR-37 (forwarded by committee)	Provide policy and technical recommendations on <ul style="list-style-type: none"> - Toll policy (rates, equity, HOV requirements, discounts) - Toll ordinance (violations) - Operating, capital and rehab budgets - Net revenue policy and expenditures - Grants and financing Approve contracts and agreements