

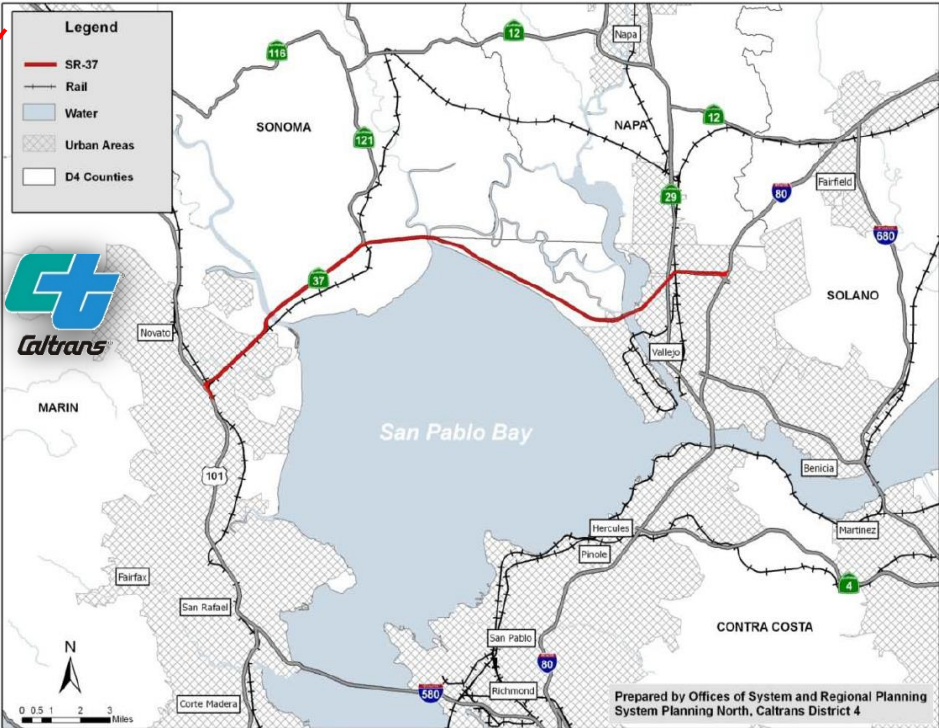
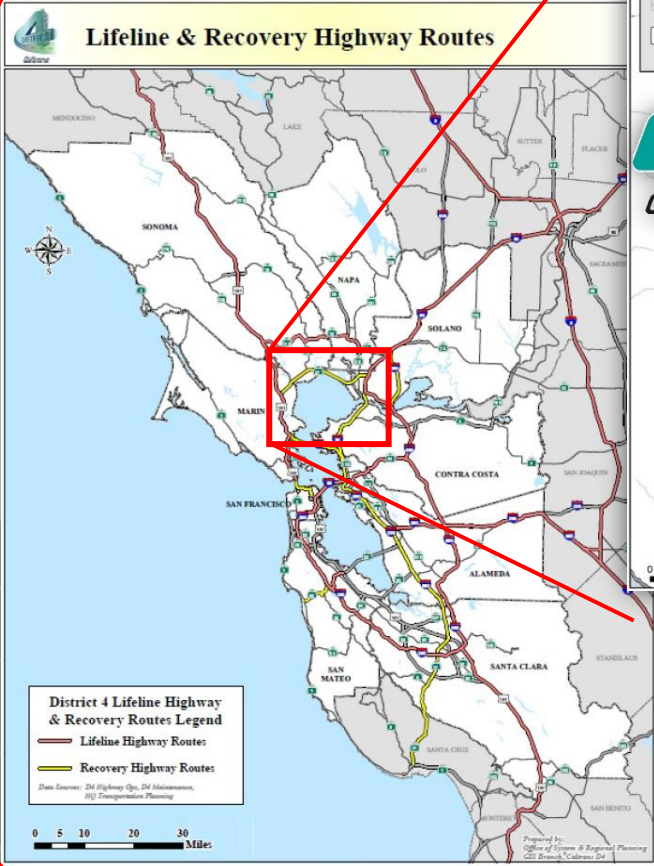


# Overview of Highway 37 Project

Napa County Board of Supervisors  
December 20, 2016



# Project Location-Caltrans District 4

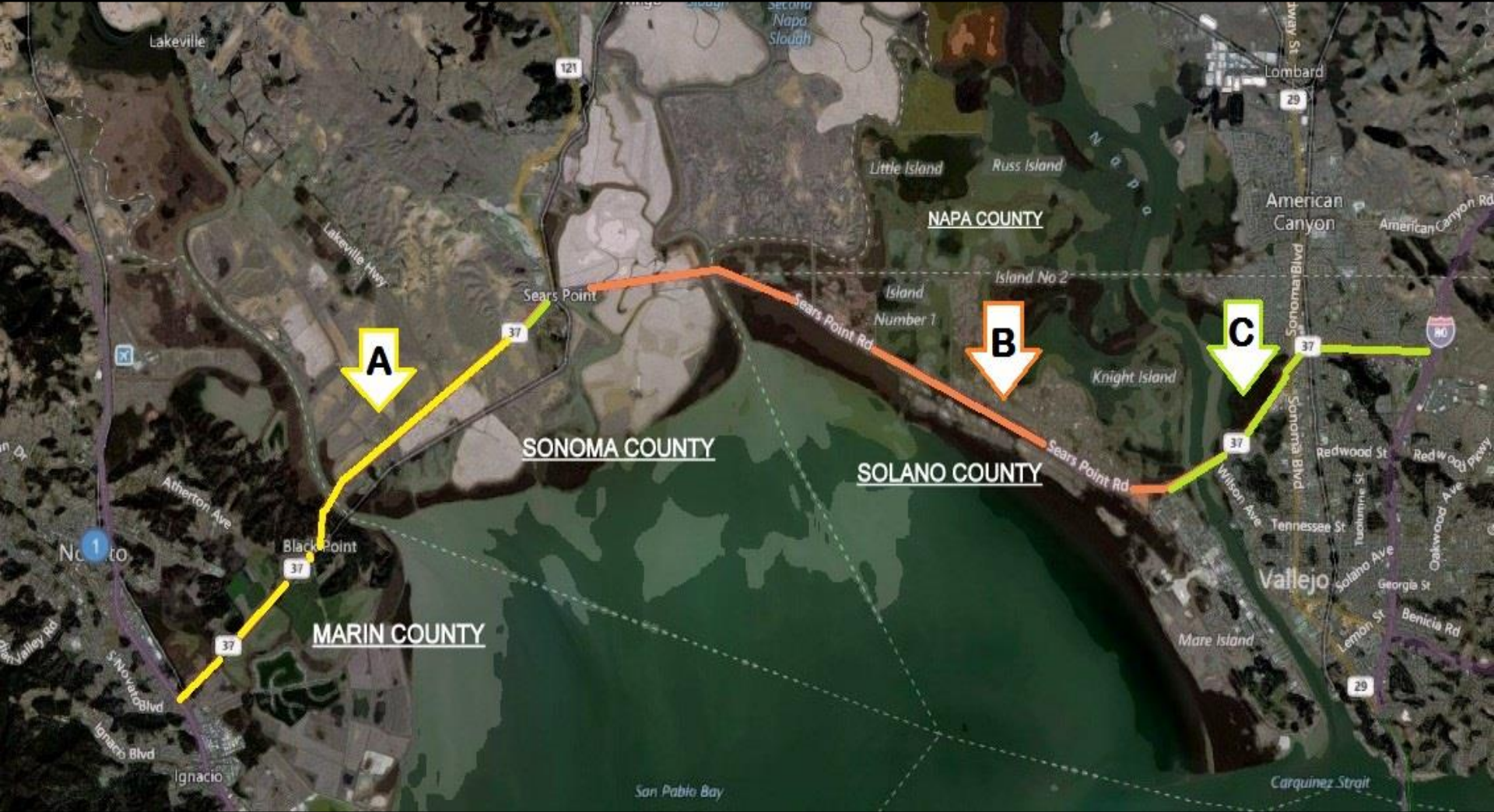


# SR 37 Corridor Features

- 2 to 4 lane 21 mile corridor traversing Solano, Sonoma, and Marin Counties
- Connects I-80 in Solano County, traverses through Sonoma County onto 101 in Marin County
- SR 101 in Critical connection for North Bay freight movement, job markets, housing, tourism, and recreation
- Corridor is located in highly sensitive environmental marshland areas
- Vulnerable to Sea Level Rise
- Serves as a Recovery Route for the North Bay
- Current congestion expected to increase adding to longer peak commute times



# SR 37 Corridor Characteristics



# SR 37: Segment A

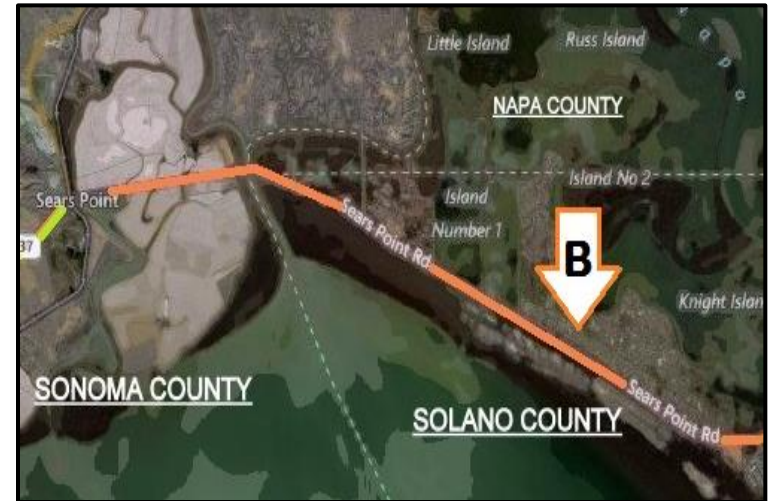
- Hwy 101 in Marin County to SR 121 in Sonoma County
- 4 Lane Expressway at 65 MPH
- Combination of Flat and Rolling Terrain
- **2013 AADT:** 20,300 (EB); 20,100 (WB)
- **2040 AADT Forecast:** 34,650 (EB); 37,500 (WB)
- 2012 Truck Volume: Estimated 4% to 5% of AADT
- Elevation: 1.1' to 15.7'
- Railroad Levee



\*Based on Caltrans 2015 SR 37 Transportation Concept Report

# SR 37: Segment B

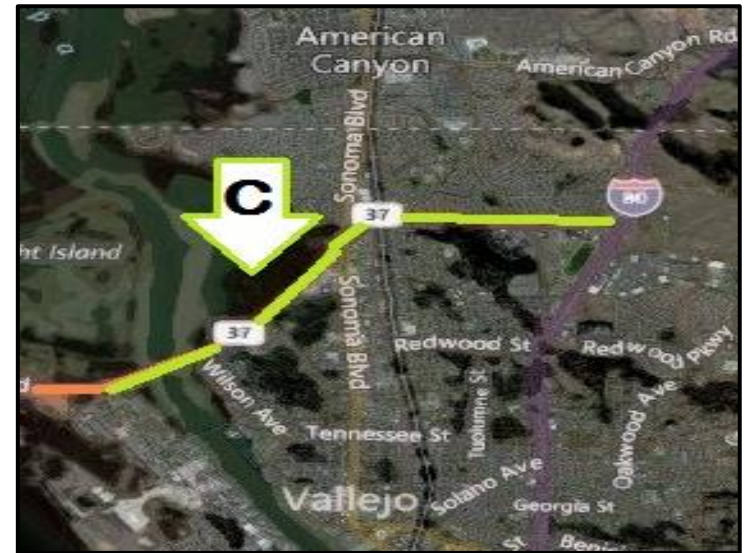
- SR 121 in Sonoma County to Mare Island in Solano County
- 2 Lane Highway at 55 MPH
- Combination of Rolling and Flat Terrain
- **2013 AADT:** 20,350 (EB); 19,100 (WB)
- **2040 AADT Forecast:** 35,800 (EB); 34,500 (WB)
- 2012 Truck Volume: Estimated 5% to 6% of AADT
- Elevation: 3.6' to 11.8'



\*Based on Caltrans 2015 SR 37 Transportation Concept Report

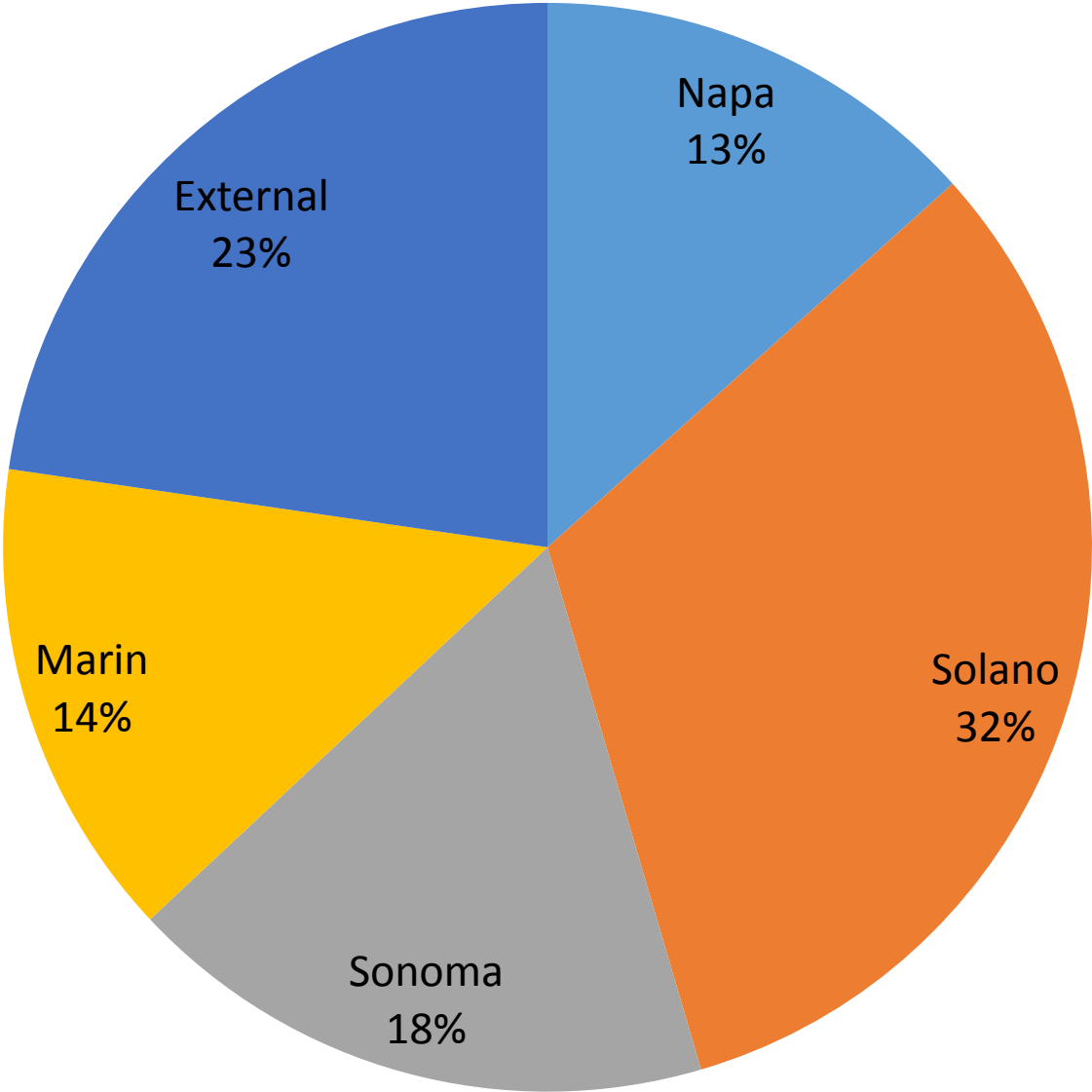
# SR 37: Segment C

- Mare Island to I-80 in Solano County
- 4 Lane Freeway at 65 MPH
- Flat Terrain
- **2013 AADT:** 49,200 (EB); 45,200 (WB)
- **2040 AADT Forecast:** 56,000 (EB); 58,200 (WB)
- 2012 Truck Volume Estimated 6% to 13% of AADT
- Elevation: 8.3' to 15.2'
- Substantial Investment in 1990's from I-80 to Mare Island



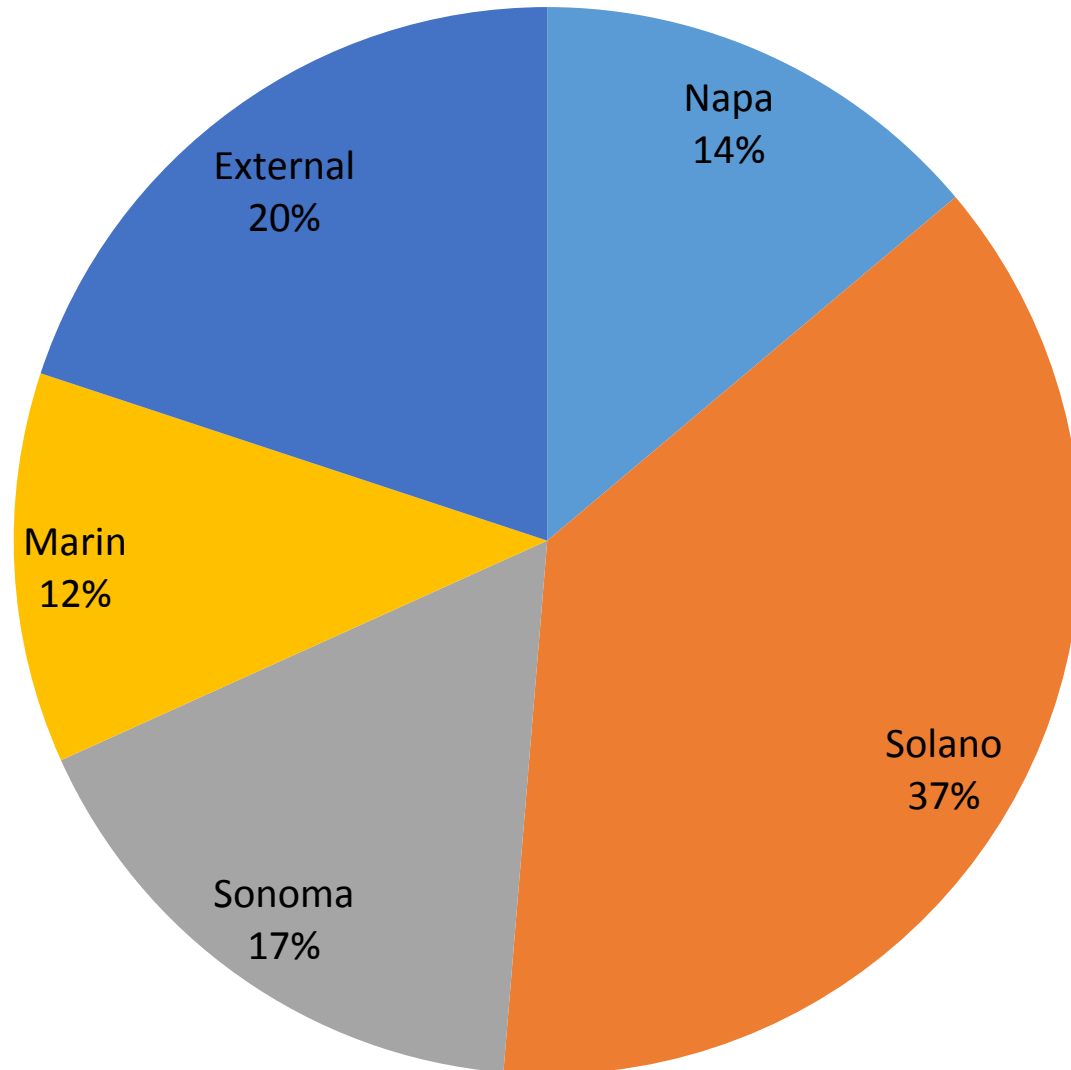
\*Based on Caltrans 2015 SR 37 Transportation Concept Report

# County Share of Trip Origins, Hwy 37, Avg. Weekday, Sept. 2014





# County Share of Trip Destinations, Hwy 37, Avg. Weekday – Sept. 2014

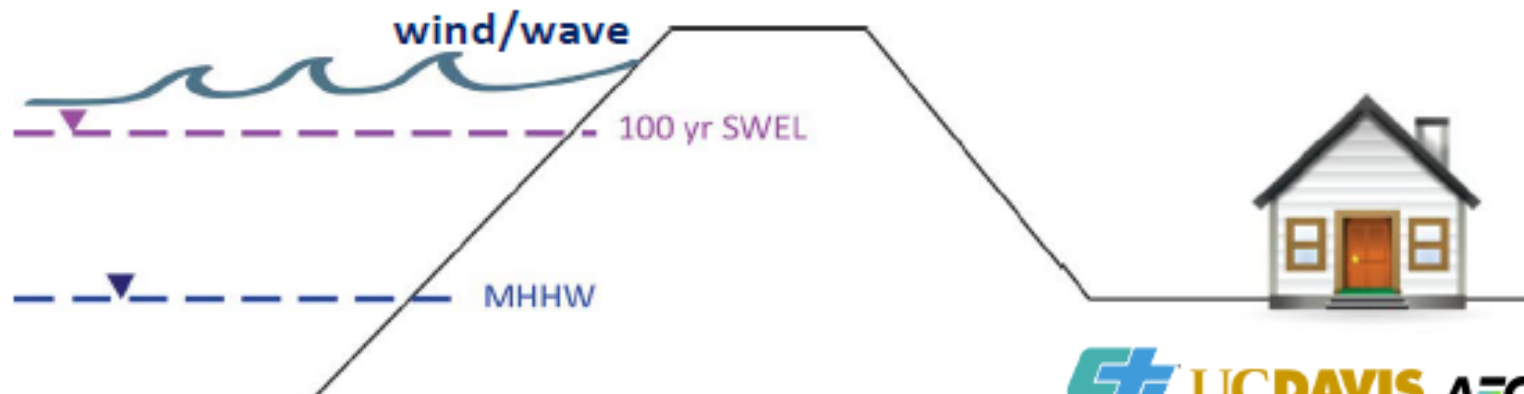


# SR 37 Sea Level Rise (SLR) Challenges - Background

## Water Level Analysis Conducted by UC Davis, AECOM and Caltrans

### Key Terms:

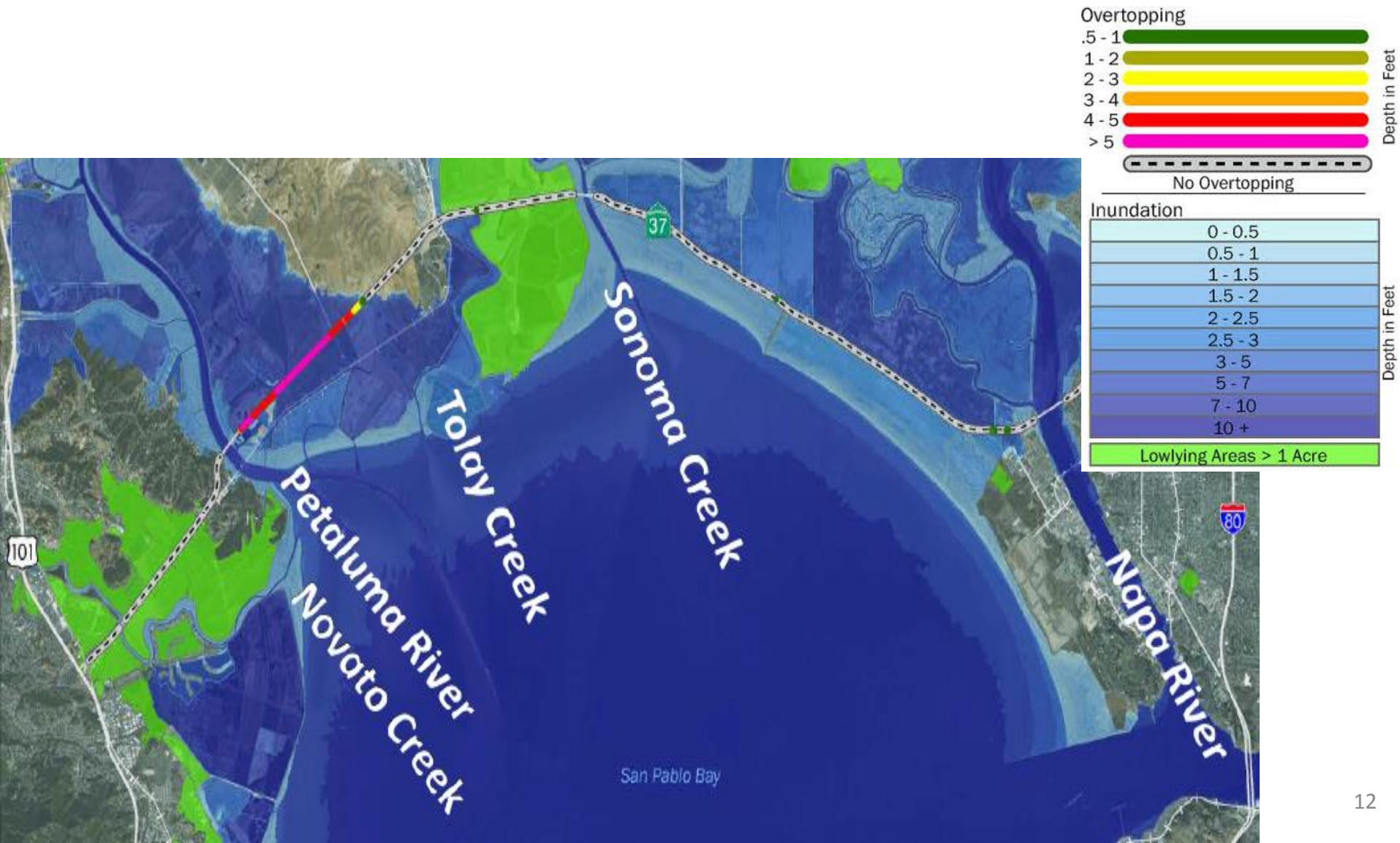
- Mean Higher High Water (MHHW)- Typical daily high tide- 6.0-6.3 ft. Existing Conditions
- 100 yr Stillwater Elevation (SWEL) – Extreme high tide + storm surge- 9.3-9.9 ft. Vary rare temporary flooding event



# SR 37 Sea Level Rise Potential Affect –MHHW (Existing)



# SR 37 Sea Level Rise Potential Affect – Year 2050 MHHW + 24”



# SR 37 Sea Level Rise Potential Affect – Year 2100 100 yr SWEL + 36" SLR



# SR 37 Sea Level Rise (SLR) Additional Challenges

- Sea levels are >8" higher than expected this winter because of El Nino
- With 4" of SLR + El Nino = 12" (next El Nino)
- One large storm + El Nino could flood Marina to Lakeville (this or next El Nino)
- 100 year SWEL (a.k.a. Storm Surge + Extreme High Tide) could occur anytime adding 9.3 to 9.9"



1/21/15

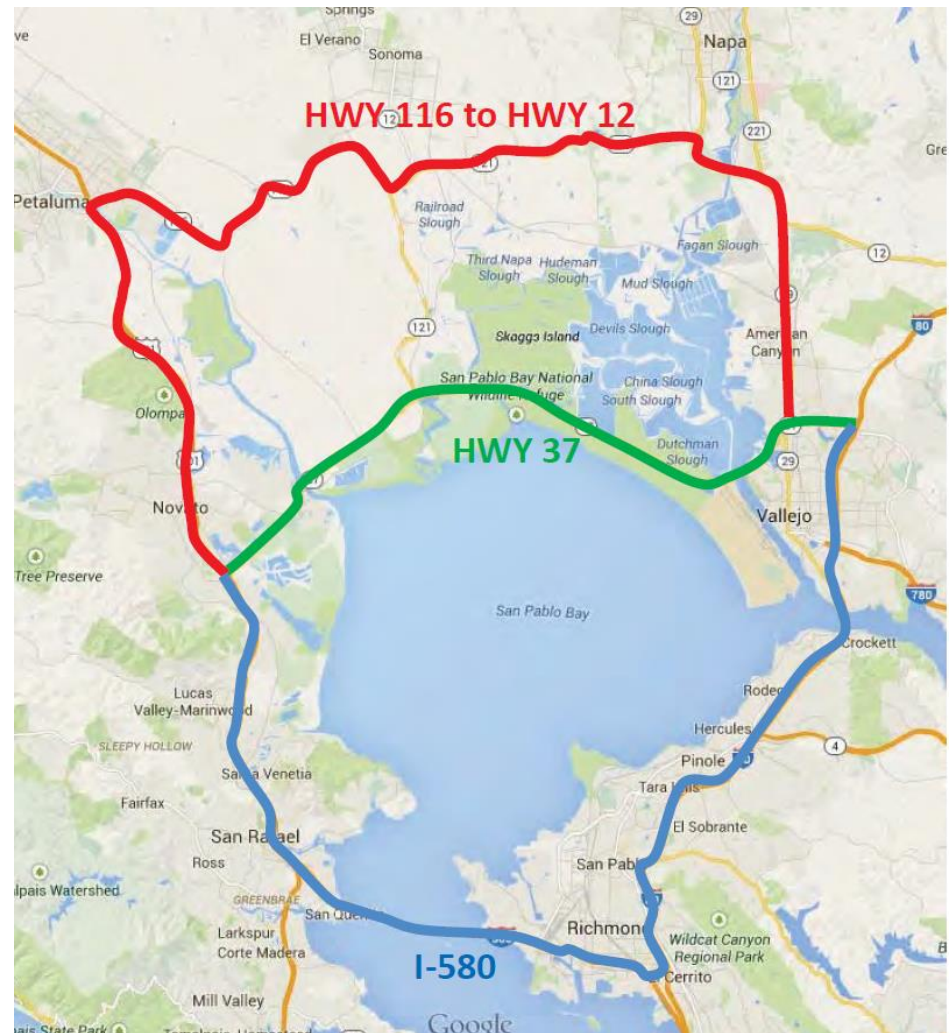


12/24/15

# SR 37 Alternative Routes Between I-80 and 101

- SR 37 Corridor is 21 miles
- 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



# Cost Estimate Comparison



Berm Embankment



Box Girder Causeway



Slab Bridge Causeway

REACH	ALTERNATIVE		
	1 - Berm/ Embankment	2 - Box Girder Causeway	3 - Slab Bridge Causeway
A	\$460	\$1,400	\$1,300
B	\$650	\$2,500	\$2,200
C	\$150	\$400	\$340
TOTAL	\$1,260	\$4,300	\$3,840



# SR 37 MOU Partnership

4 North Bay Congestion Management Agencies (CMAs)  
Memorandum of Understanding (MOU) Partnership:

*“...to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route”*



# SR 37 MOU Partnership

- SR 37 Policy Committee – 3 elected representatives from Napa, Marin, Sonoma, and Solano County CMAs
- SR 37 Executive Committee- 4 CMA Executive Director Committee
- SR 37 Project Leadership Team- 4 CMA Project Manager Technical Advisory Committee
- Other participants include Caltrans and MTC staff



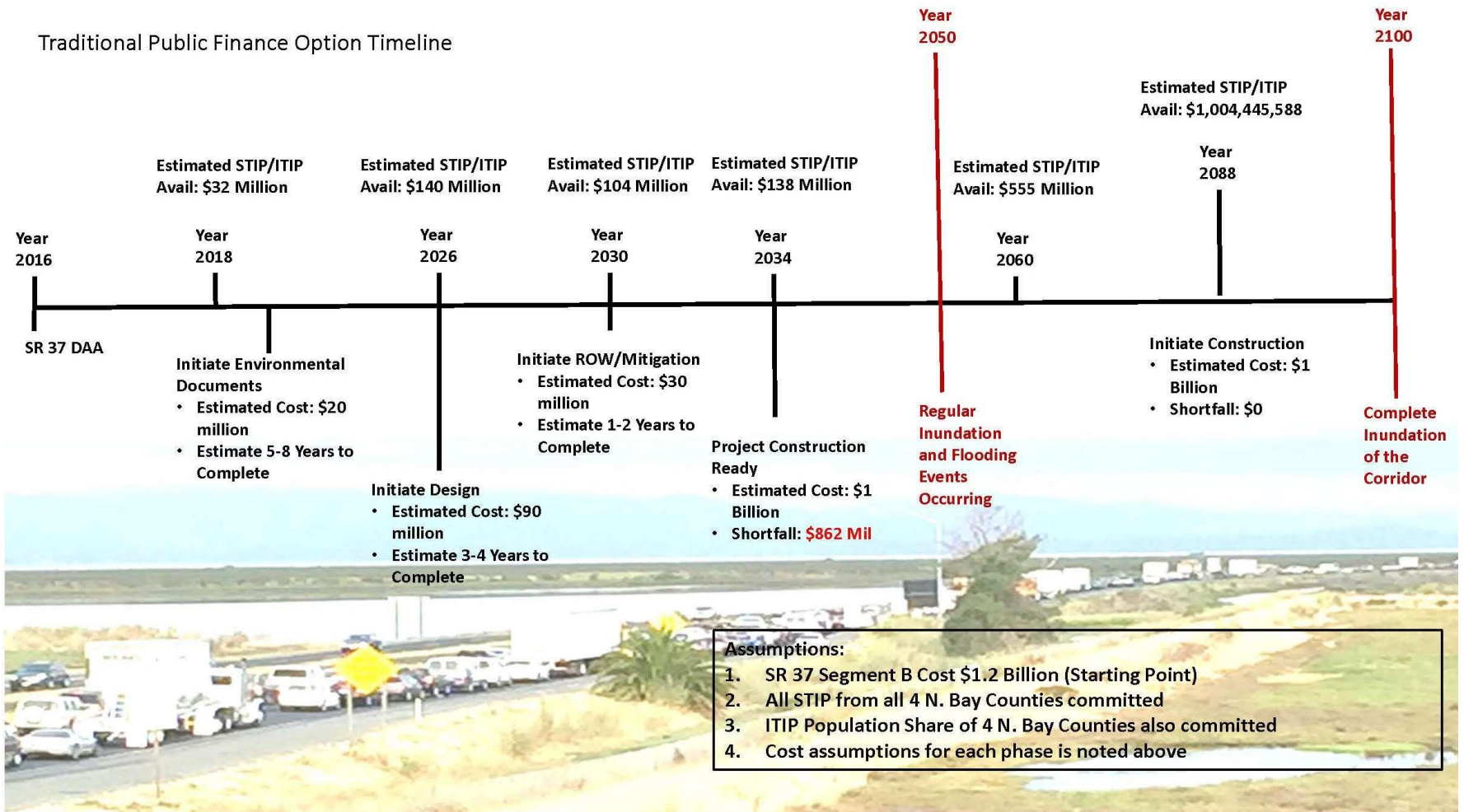
# SR 37 Corridor Funding Challenges

- SR 37 not the top priority transportation project of the 4 North Bay Counties :
  - Marin County – Highway 580
  - Napa County – Highway 29
  - Solano County – Highway 80
  - Sonoma County - Highway 101
- California Highway Capacity Funding Crisis
  - Due to drop in priced based portion of the State gas excise tax
  - No new funding capacity over the next five years
  - \$800 Million loss of transportation capacity revenue
  - \$5.7 Billion annual maintenance fund shortfall for system repairs on existing State Highway System
  - \$7.8 Billion annual maintenance fund shortfall for local streets and roads



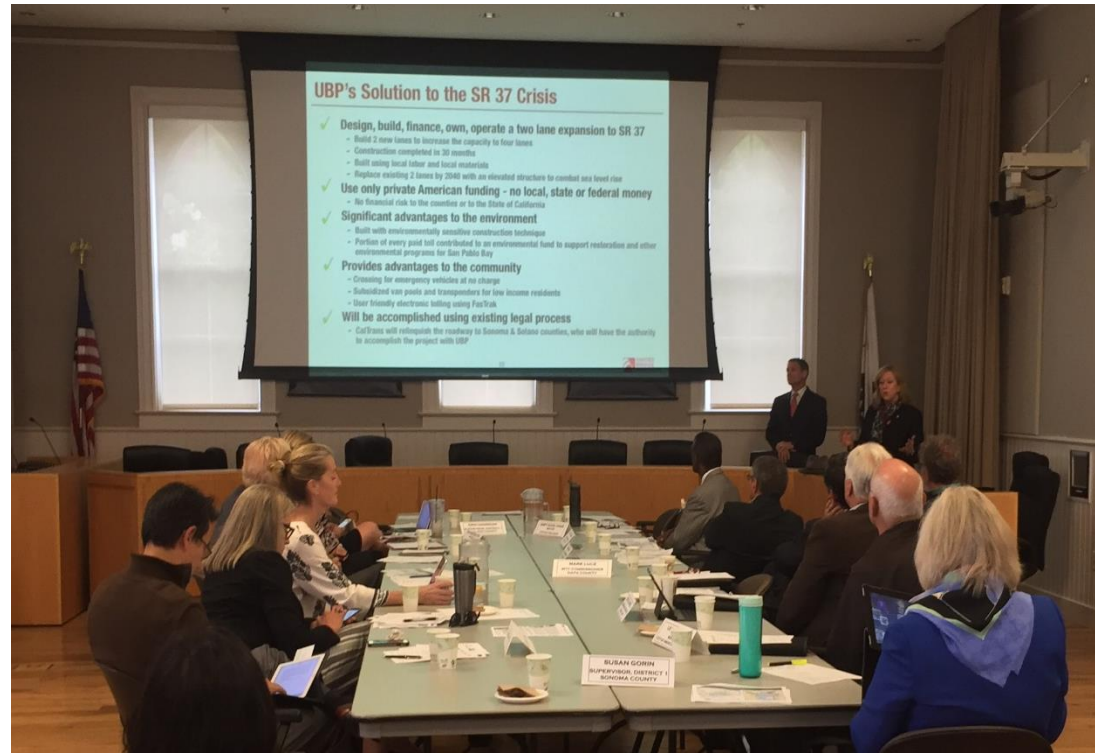
# Traditional Public Financing Project Timeline

Traditional Public Finance Option Timeline



# SR 37 Financial Pursuits

- Public Private Partnership (P3)
- Full Privatization
- Public/Public
  - BATA
- Traditional Public Financing



# Next steps



- SR 37 Corridor Financial Opportunities Analysis
- Project Design Alternative Analysis - MTC leading effort in partnership with 4 CMAs
- Identifying Funding for Environmental Document(s)
- Evaluate Unsolicited Proposal for Full Private
  - Toll bridge between Hwy 121 and Mare Island
  - Private funds would fund Environmental, Design, Build, Operate and Maintain



# Key Consideration for Next Steps

- Government structure – JPA may be needed if project were to be relinquished by Caltrans?
- How do we fund Environmental Document(s)?
- Are there similar successful P3 Projects that SR 37 can be compared to?
- What available Sea level Rise grants can this project take advantage?
- How do we evaluate unsolicited proposals for SR 37 going forward?
- What legislation is necessary to complete SR 37 through P3 financing?



# Questions?

