

RESILIENTSR37

STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, June 6, 2024

PLEASE NOTE:

State Route 37 Policy Committee will be a hybrid meeting, with Policy Committee members in-person.

Members of the public who wish to attend in person may do so at:

Metropolitan Transportation Commission
Bay Area Metro Center Boardroom
375 Beale Street
San Francisco, CA 94105

Or virtually through the following platform:

<https://bayareametro.zoom.us/j/89178440979>

Webinar ID: 891 7844 0979

MEETING AGENDA

ITEM

- | | |
|---|------------------------------|
| 1. CALL TO ORDER | Chair Erin Hannigan |
| 2. WELCOME AND OVERVIEW OF EXPANDED PARTNERSHIP | |
| 2.1. Resilient SR 37 Overview | Andrew Fremier, MTC |
| 2.2. Updated Structure | Dina El-Tawansy, CT |
| 2.3. Leadership Committee Report | Larry Goldzband, BCDC |
| 3. CONSENT CALENDAR | |
| 3.1. Minutes of the February 1 st , 2024 SR 37 Policy Committee Meeting* | Drew Nichols, SCTA |
| <u>Recommendation:</u> | |
| Approve February 1 st , 2024 SR 37 Policy Committee Meeting Minutes | |
| 4. DISCUSSION/INFORMATION ITEMS | |
| 4.1. Program Report | Jeanette Weisman, MTC |
| Link: https://scta.ca.gov/wp-content/uploads/2024/05/Resilient-SR37-Program-Report-No.-1-June-2024_FINAL_R1.pdf | |
| 4.2. Baylands Restoration* | Jeremy Lowe, SFEI |
| 4.3. Infrastructure Projects | |
| 1. Fairgrounds Drive Intersection Improvements* | Nick Burton, STA |
| 2. Near-term Sears Point to Mare Island Improvements* | Kevin Chen, MTC |
| 3. Long-term Flood Reduction Project (US 101-Atherton Ave)* | Javier Mendivil, CT |
| 4. Long-term SLR Project Prioritization* | Kathryn Rose, CT |

4.4. Multimodal Improvements

1. Transit Implementation Plan*
2. SMART East-West PSR Update
Link: [February 1 Presentation](#)

Daryl Halls, STA
Eddy Cumins, SMART

4.5. Communications and Equity

Bart Ney, CT

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Public comment may be submitted in advance of the meeting in electronic written format. Please submit public comment by email by noon on June 5. Include “Public Comment” and the meeting name in the subject line of your email and limit written comments to three hundred (300) words.

Send comments to Drew.Nichols@scta.ca.gov and they will be shared with all Board members and identified by the Clerk verbally at the meeting.

Public comment will be allowed during the meeting in person or via Zoom Meeting by using the raise hand function or for phone-in participants by pressing*9.

6. FUTURE TOPICS

- 6.1. Innovative Financing and Project Delivery
- 6.2. Outreach & Engagement
- 6.3. Tolling and Equity
- 6.4. Public Access
- 6.5. Novato Creek Baylands Strategy

7. ADJOURNMENT

* Materials included

Future Meeting Schedule

October 3rd, 2024- SON County

RESILIENTSR37

SR 37 Policy Committee Members:

County of Marin

Brian Colbert
Town of San Anselmo

Eric Lucan, Vice Chair
Marin County Board of Supervisors

Stephanie Moulton-Peters,
Marin County Board of Supervisors,
MTC Commissioner

County of Sonoma

Victoria Fleming
MTC Commissioner
City of Santa Rosa

Susan Gorin
Sonoma County Board of
Supervisors

David Rabbitt
Sonoma County Board of
Supervisors,
MTC Commissioner

County of Napa

Leon Garcia
Mayor, City of American Canyon

Ryan Gregory
Napa County Board of Supervisors

Alfredo Pedroza
Napa County Board of Supervisors, MTC
Commissioner

County of Solano

Erin Hannigan, Chair
Solano County Board of
Supervisors

Robert McConnell
Mayor, City of Vallejo

Jim Spering
MTC Commissioner

Yocha Dehe Wintun Nation

Yvonne Perkins, Tribal Heritage
Preservation Officer

Federated Indians of the Graton Rancheria

Buffy McQuillen, Tribal Heritage
Preservation Officer

Congressional District 2

Jenny Calloway,
District Director

Congressional District 4

Rebecca Hermosillo,
District Representative

Congressional District 8

Debbi Gibbs,
District Director

State Senate District 2

Kerry Lindecker,
District Director

State Senate District 3

Tom Bartee,
District Director

State Assembly District 12

Melissa Apuya,
District Director

State Assembly District 11

Tiffanee Jones,
District Director

State Assembly District 4

Tracy Krumpfen,
District Director

Caltrans

Dina El-Tawansy,
District 4 Director – Bay Area

MTC

Andrew Fremier,
Executive Director

RESILIENTSR37



METROPOLITAN
TRANSPORTATION
COMMISSION



State Route (SR) 37 Policy Committee Meeting Minutes 9:30 a.m., Thursday, October 5, 2023

[The Zoom video recording of this meeting can be viewed by clicking this link.](#)

1. Call to Order/Introductions

Chair Erin Hannigan called to order the State Route 37 Policy Committee at 9:35 a.m.

Policy Committee Members Present:

Erin Hannigan, Chair	Supervisor, County of Solano
Eric Lucan, Vice Chair	Supervisor, County of Marin
Brian Colbert	Councilmember, City of San Anselmo
Victoria Fleming	MTC Commissioner, Councilmember, City of Santa Rosa
Leon Garcia	Mayor, City of American Canyon
Ryan Gregory	Supervisor, County of Napa
Susan Gorin	Supervisor, County of Sonoma
Robert McConnell	Mayor, City of Vallejo
Stephanie Moulton-Peters	Supervisor, County of Marin
David Rabbitt	Supervisor, County of Sonoma

Policy Committee Members Absent:

Alfredo Pedroza	MTC Commissioner, Supervisor, County of Napa
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Executive Directors Present:

Daryl Halls, Solano Transportation Authority
Kate Miller, Napa Valley Transportation Authority
Anne Richman, Transportation Authority of Marin
Suzanne Smith, Sonoma County Transportation Authority
Dina El-Tawansy, Caltrans - District 4 Director

2. Opportunities for Public Comment

There were no members of the public – both in person and virtual – wishing to speak on items not on the regular agenda.

3. Consent Calendar

3.1. Minutes of the March 2, 2023 State Route 37 Policy Committee Meeting

This item begins at [5:02](#) on the video recording.

Supervisor Stephanie Moulton-Peters moved for approval of the Consent Calendar; Supervisor Ryan Gregory seconded.

The motion was approved through the following vote:

Aye: Colbert; Fleming; Garcia; Gorin; Gregory; Hannigan; Lucan; McConnell; Moulton-Peters; Rabbitt.

Abstain:

Absent: Pedroza.

4. Discussion/Information Items

4.1. Communications Update

This item begins at [5:26](#) on the video recording.

Bart Ney, Caltrans, provided the committee with an update on communications relate to the work for SR37, including a report on the inter-agency weekly communications meeting, public meeting related to the flood reduction project, and development of a corridor-wide communications plan.

Staff are also working on developing a virtual tour and visualizations of the corridor for the public to view.

Chair Hannigan commented on the corridor tour that was organized for the committee.

4.2. Baylands Restoration

This item begins at [11:30](#) on the video recording.

Jessica Davenport, Coastal Conservancy, presented to the committee on habitat conservation and restoration strategies and projects in the San Pablo Baylands. The

presentation can be viewed by [CLICKING ON THIS LINK](#).

Mayor Garcia commented on the concerns and issues related to environmental impacts in the region.

Ms. Davenport added that the restoration authority is currently funding the City of American Canyon to do a wetlands plan.

Supervisor Susan Gorin encouraged to submit projects for the next round of funding.

Public Comment:

Dan March commented on NOAA's study of sea ice and the drastic reduction of sea ice in the polar regions.

Mr. March spoke on the studies and the concern that the sea level will rise.

Susan Kirks commented on extending Tolay Creek upland, recalling the work in preserving open space. This is a special area and Ms. Kirks is grateful to see the connection to SR37.

Regarding the Petaluma River watershed, Ms. Kirks commented on the interest of the Madrone Audubon Society to be part of the discussions.

Gita Dev commented on the excitement to see the adaptation atlas showing up as the basis of the thinking as to what the nature-based adaptation measure could be.

Ms. Dev also commented on the step forward with the agencies working together on this adaptation work.

Ms. Dev asked about the opportunity to present, or to publicize, this topic to a larger audience.

Tom Conlon supported the comments from Ms. Kirks and Ms. Dev, adding that the scope of the investment strategy is understood.

Mr. Conlon commented on the initial inundation forecast map of where the water is predicted to rise compared with the historic shoreline. There is one segment of property between Tolay Creek and Sears Point that was historically underwater

and has been reclaimed but is still projected to not be resorted to its original wetland's conditions.

Mr. Conlon asked if that property has good landscape and habitat restoration reasons, or if it's because the Chairman of the Coastal Conservancy is a business partner of one of those property owners.

4.3. Near Term Sears Point to Mare Island Improvement Project

- 4.3.1. Ecological Enhancements
- 4.3.2. Toll Program Development
- 4.3.3. Intersection Improvements

This item begins at [54:55](#) on the video recording.

Jeanette Weisman, MTC, and Ricky Gao, Caltrans, provided the committee with an update on the near-term Sear Point to Mare Island Improvement Project.

Supervisor Susan Gorin asked if the design for the Tolay Creek Bridge is high- and wide enough to accommodate the bay level rise and not have to rebuild in the future.

Mr. Gao responded that the current EIR includes the widening of the structure and will be built twice.

Suzanne Smith added that if we must wait to build the ultimate, then the restoration work does not start.

Supervisor Gorin asked where would the toll "plaza" be located on the corridor or if this will be a sensor responder system.

Mr. Gao responded that is still in development.

Ms. Weisman added that the ultimate corridor toll gantries are to be determined and there is a need for additional studies.

The toll collection system will likely mirror the rest of the Bay Area.

Supervisor Ryan Gregory commented on the equity program on tolling and asked if there is anything planned in the near term.

Ms. Weisman responded that staff are working on additional support to help evaluate our programs and make some informed suggestions.

Chair Hannigan commented on the letter on toll, noting the concern for residents in Vallejo and Solano-/Napa County get hit with the toll.

Supervisor David Rabbitt commented on the toll being placed on segment B and spoke on the discussions around equity and means-based tolling.

Mayor Leon Garica commented on a traffic study that looked at the traffic through American Canyon via SR29.

Supervisor Eric Lucan commented on phasing the interim projects.

Ms. Weisman responded that staff are looking at the potential to move forward with the Tolay Creek Bridge replacement and the strip marsh east enhancement as an early phase of the SR121 improvements.

Supervisor Lucan commented further on the congestion at the SR37/121 intersection.

Mr. Gao responded staff did a traffic model through the project's construction year and beyond, and can share with the committee.

Public Comment:

Steve Birdleough commented on a letter provided his organization and commented that we don't need to do all nine miles at once; we can get the HOV lanes constructed sooner.

Tom Conlon wondered why the project over Novato Creek is feasible and fundable now, but similarly the rest of the corridor is not on the table.

Mr. Conlon expressed an interest to read the cost analysis.

Kate Powers commented on why there cannot be a replacement bridge like the Novato Creek bridge to be put in.

In terms of restoration, should we not advance in a way that it is planned now. The restoration would not be needed if the length of Highway 37 from SR121 to Mare Island were accelerated toward the causeway.

4.4. Long-term Projects

4.4.1. Flood Reduction Project

This item begins at [1:30:51](#) on the video recording.

Ricky Gao, Caltrans, provided an update to the committee on the Flood Reduction Project.

Supervisor Eric Lucan asked what would happen to the existing roadway when the new bridge goes into place.

Mr. Gao responded the existing roadway will be removed to increase the wildlife restoration and connectivity.

Public Comment:

Steve Birdleough commented that there are several pint people get on and off and that if they are driving the whole length, they should pay the full toll.

We also need to look at the SMART rail tracks.

Kate Powers commented that the draft EIR covers two phases: to remove the current bridge and replaced with one at the ultimate height.

Ms. Powers asked about phasetwo of the project, wondering if the roadway to 101/Atherton Ave will also be removed.

Barbara Salzman commented on the removal of the roadway underneath the transition bridges.

Regarding mitigation, the public workshop an EIR are different in terms of how mitigation is discussed and that needs to be clearly upgraded.

Lastly, unless the causeway is extended to cover Simmons Slough will preclude a significant area of being restored north of the current SR37 alignment and will ask the EIR to consider going to Atherton Ave.

Tom Conlon commented that the no build alternative in the EIR needs to have an estimate of how much vehicle miles travelled demand destruction would occur if the project does not get built.

5. Committee Member Comments/Staff Updates

This item begins at [1:39:06](#) on the video recording.

Chair Hannigan asked where the public can best access the meeting agendas, presentations, etc.

Bart Ney responded that Caltrans has a webpage for the SR37 project, as well as SCTA hosts www.resilient37.org that includes all meeting agendas and presentations.

Staff will also work to update the webpages and connect.

6. Future Topics

7.1. RM3

7.2. Mare Island Development

7.3. Passenger Rail Planning

7.4. Long-term Resiliency Project Prioritization

Included for the committee's interest.

7. Adjournment

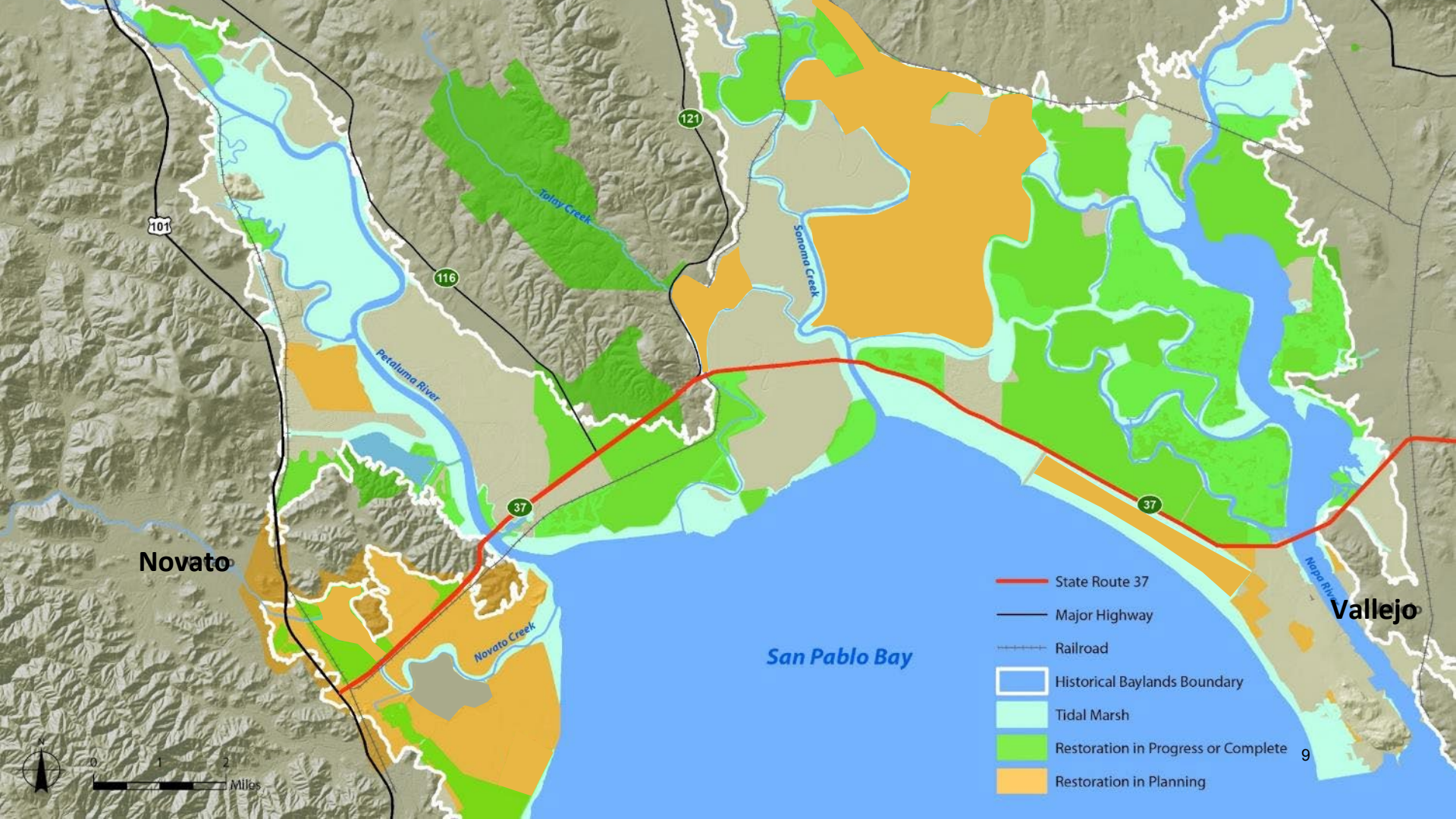
The committee adjourned at 11:16 a.m.



Habitat Conservation and Restoration Strategies and Projects in the San Pablo Baylands: Update

Jeremy Lowe, SFEI

State Route 37 Policy Committee Meeting
June 6, 2024

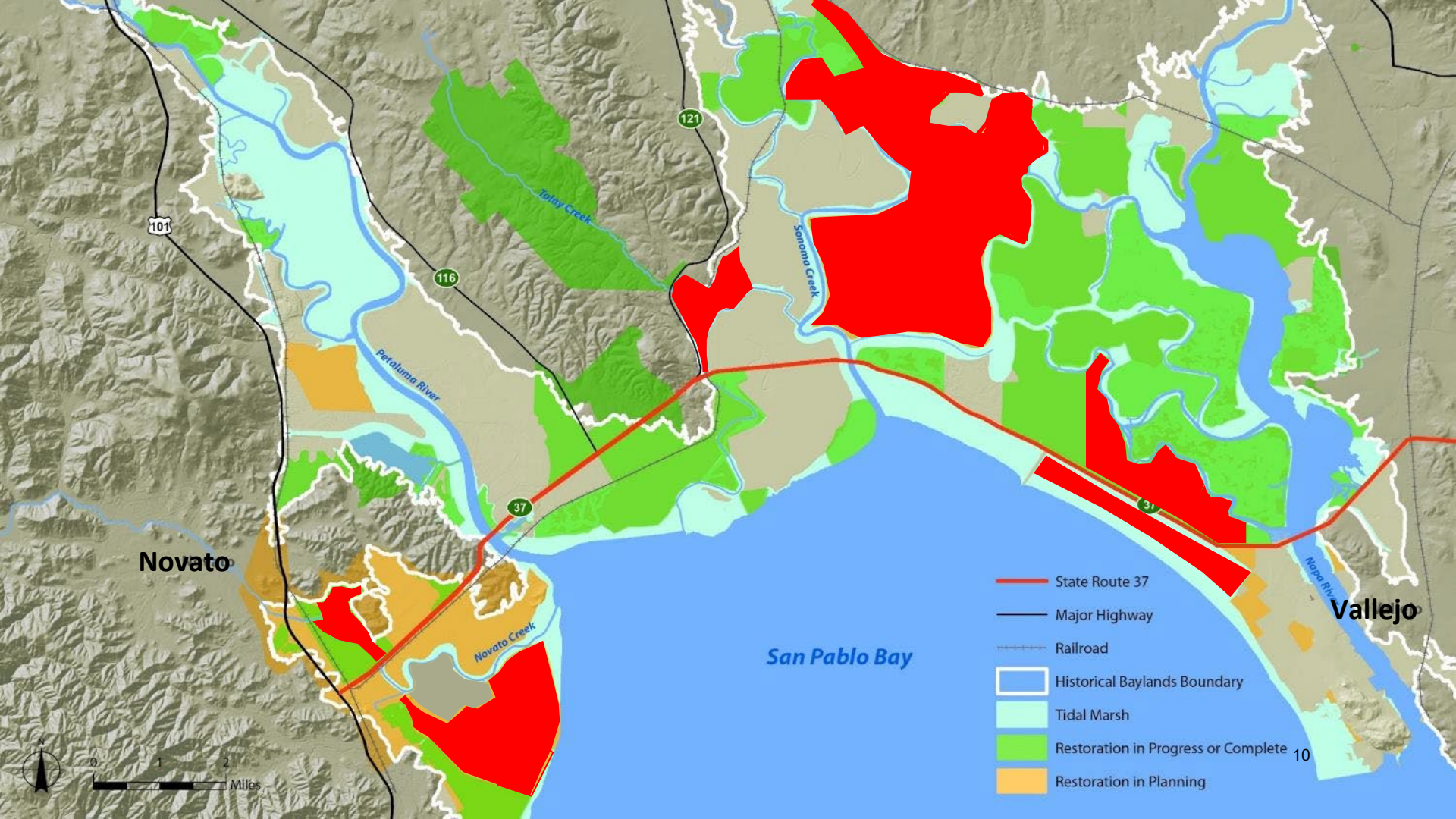


Novato

Vallejo

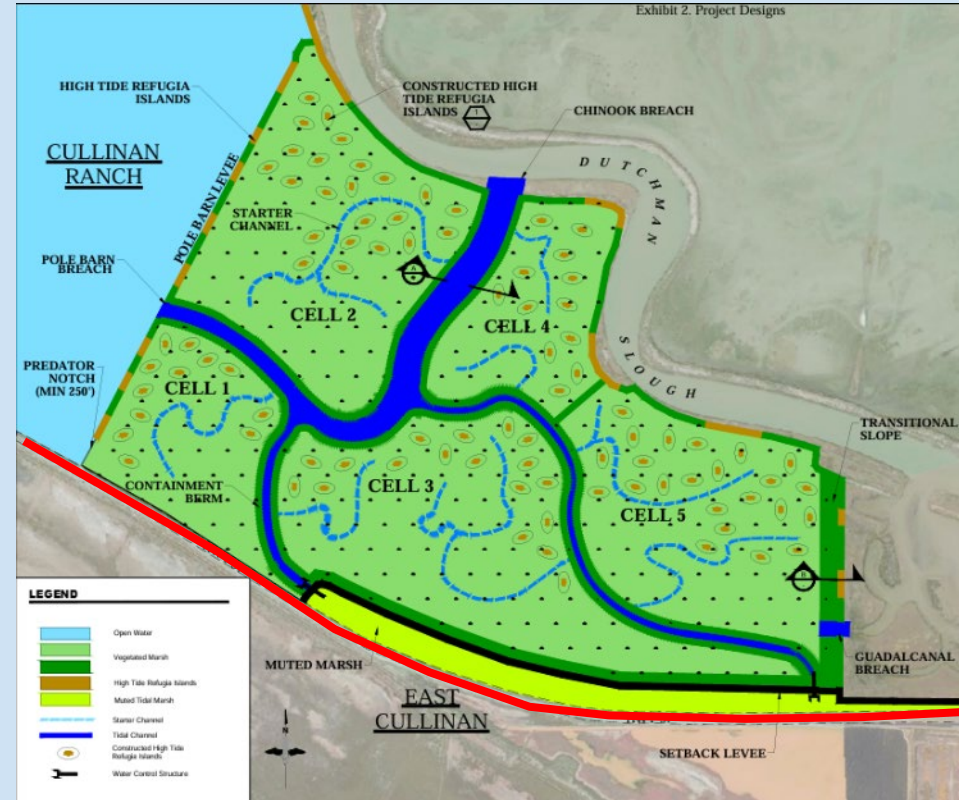
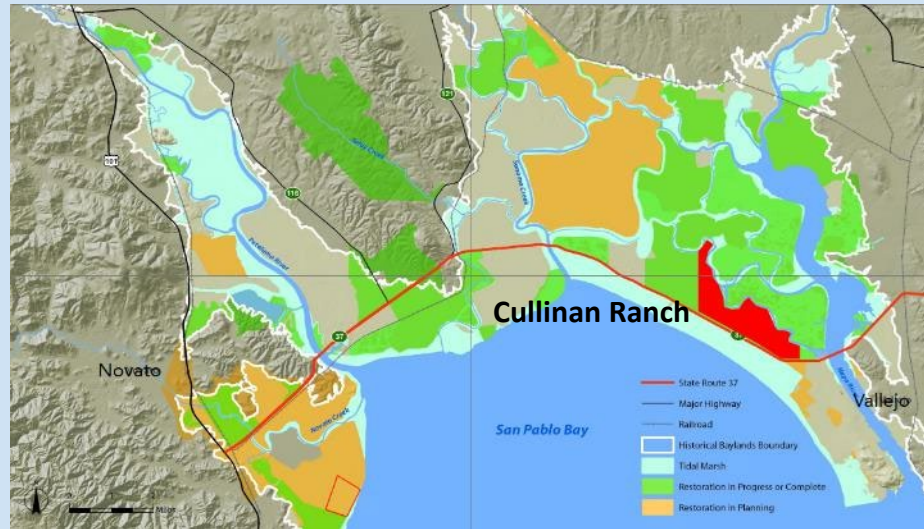
San Pablo Bay

- State Route 37
- Major Highway
- Railroad
- Historical Baylands Boundary
- Tidal Marsh
- Restoration in Progress or Complete
- Restoration in Planning



Cullinan Ranch East

- Creates 1,539 acres of tidal marsh habitat
- Last phase is 290 acres created by placing dredged sediment
- \$0.3M of Conservancy funding to bring sediment from the Petaluma River



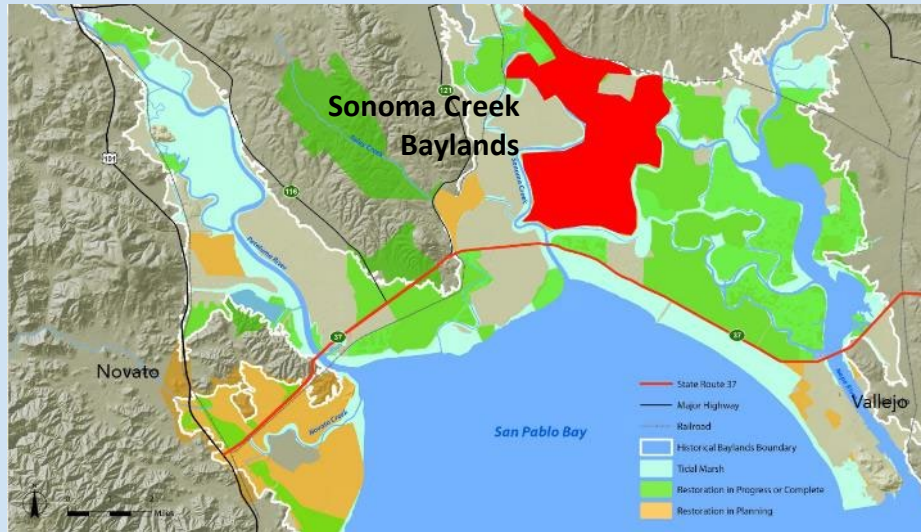
Strip Marsh East

- Enhancing 900 acres of tidal marsh by improving drainage
- Nature-based protection to SR 37 and habitat for endangered species
- Draft environmental document in Fall 2024



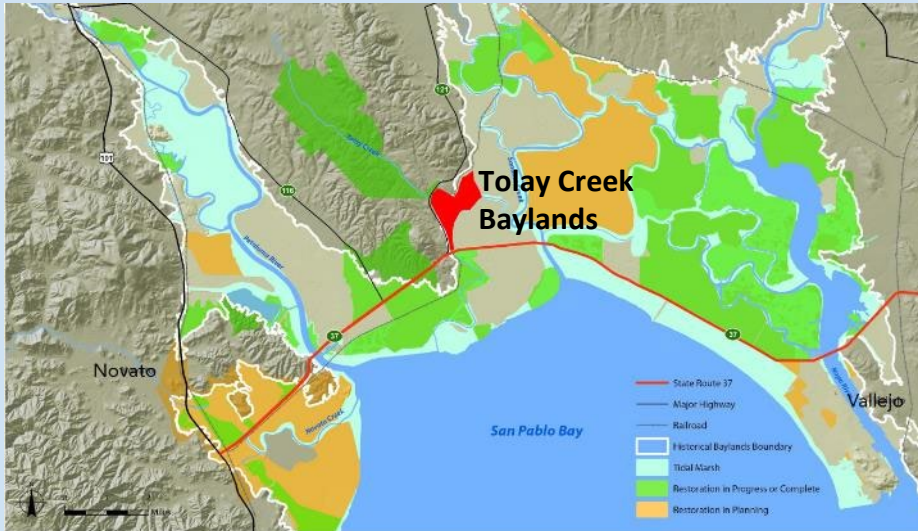
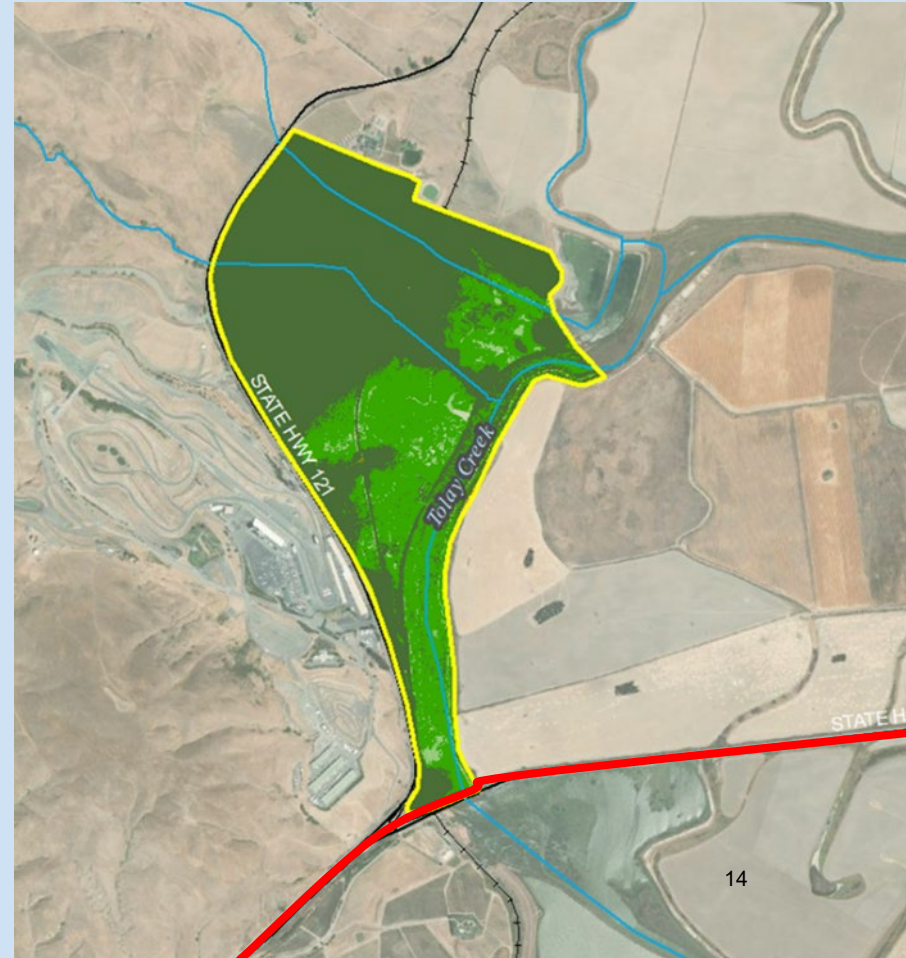
Sonoma Creek Baylands Restoration

- 6,000 acre ecological restoration, flood protection, and public access project
- \$6.9M from Conservancy, NFWF & DU
- Collecting baseline data, refining goals and objectives, beginning outreach



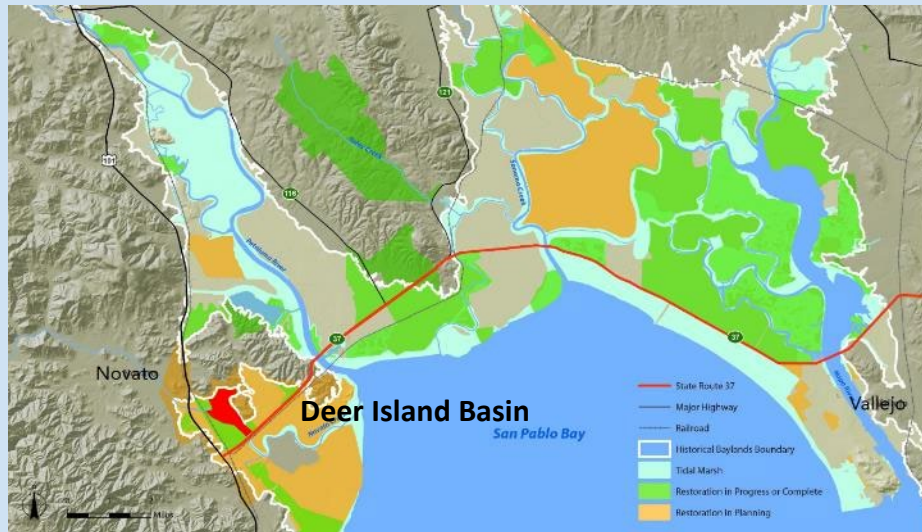
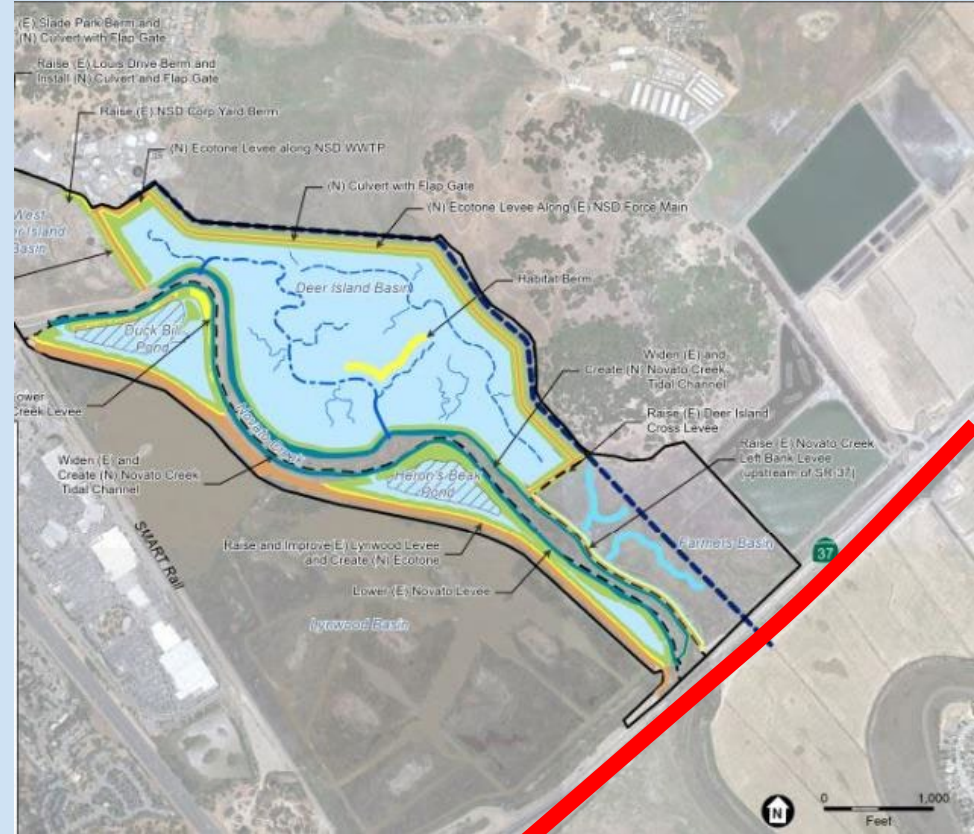
Tolay Creek Baylands Restoration

- Restoring 337 acres of tidal marsh and alluvial fan habitat
- Requires the lengthening of the Tolay Creek bridge
- \$1.2M from the Conservancy for preliminary designs and environmental documents



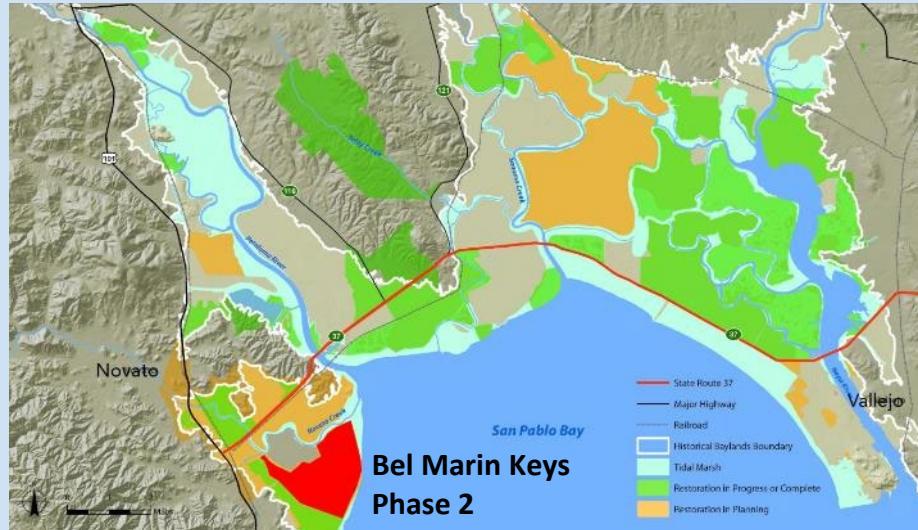
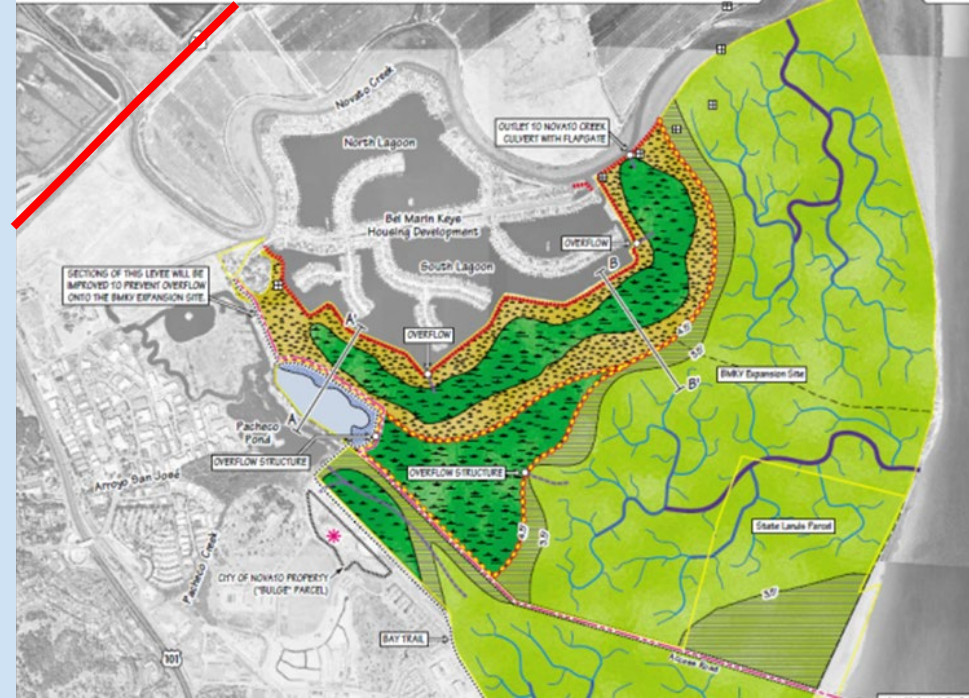
Deer Island Tidal Basin Wetlands Phase 1

- Restores 71 acres of tidal marsh
- Enhances 1.8 miles of existing levees
- \$11.M from SFBRA, NFWF & Marin County for construction
- Phase 1 construction starting 2025



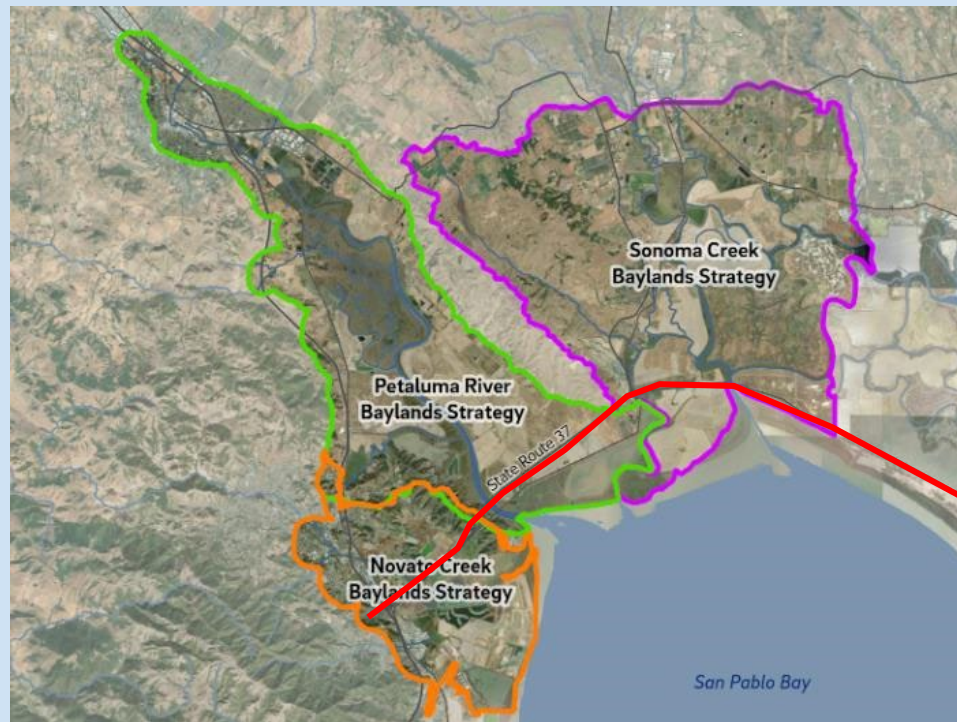
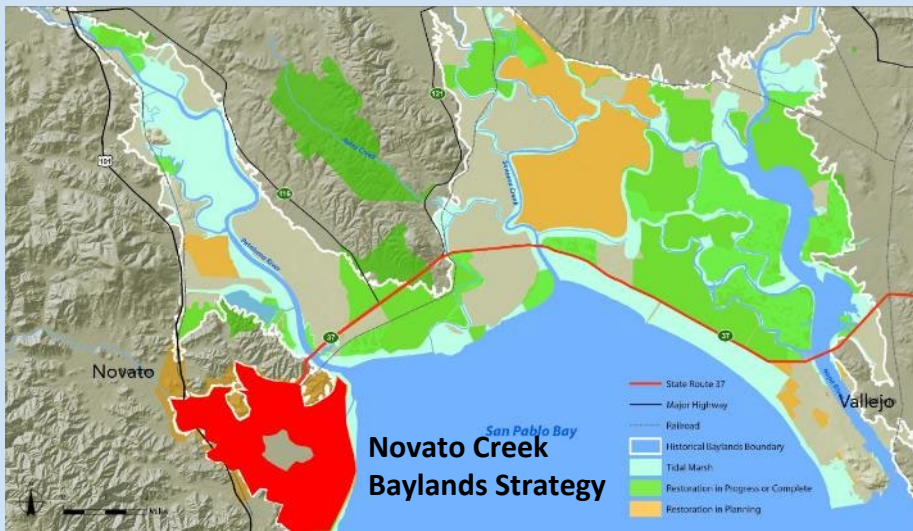
Bel Marin Keys V Phase 2

- Restore 1,200 acres of tidal and 345 acres of non-tidal wetlands
- Phase 1 setback levee and seasonal wetlands completed
- Phase 2 Design Agreement between Conservancy and USACE



Novato Creek Baylands Strategy

- Led by SFEP with County of Marin, Marin Audubon Society, and SFEI
- \$0.4M Bipartisan Infrastructure Law funding
- Completion Fall 2025



North Bay Baylands Regional Conservation Investment Strategy

- Identifies regional conservation actions and priorities
- Available: <https://scta.ca.gov/rcisbaylands/>

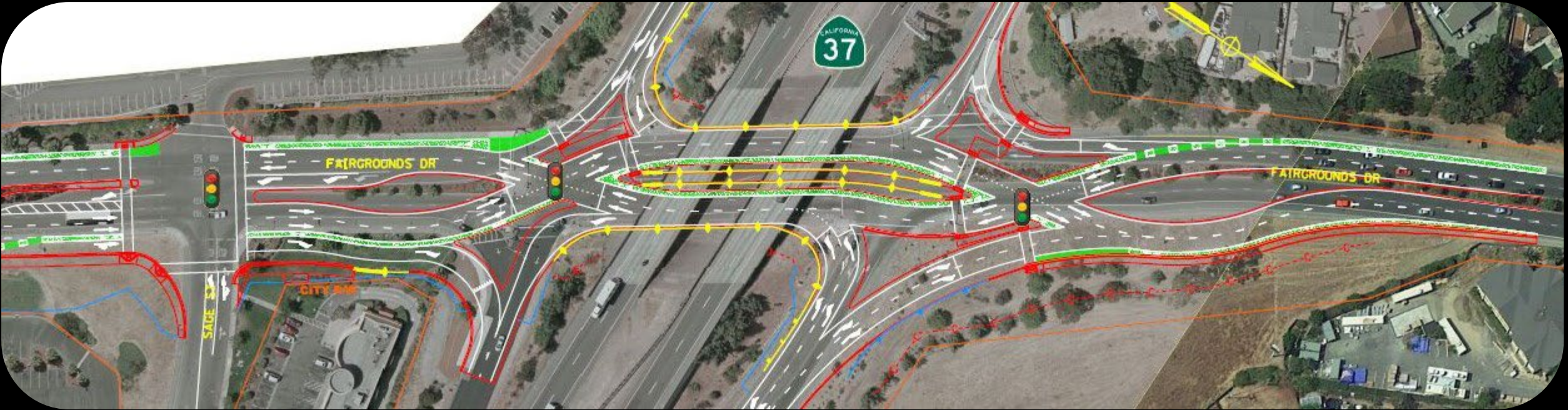




STATE ROUTE 37/ FAIRGROUNDS DRIVE UPDATE

Interchange Improvements Project

Project Improvements (Interchange Area)

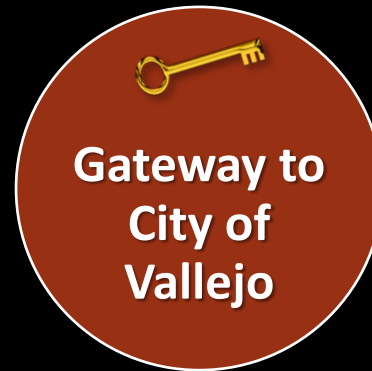


Add Traffic Signal at Sage Intersection

Adopt a Diverging Diamond Interchange Configuration

Project Benefits

- Innovative Design that Reduces Cost
- Reduces Congestion and Improves Throughput to Accommodate for Job Creation and Housing (Solano 360 Project)
- Improves Safety and Reduces Accidents
- Improves Bike and Ped Access
- Transit Stop Access Improvements
- Addresses Equity by serving an Area of Persistent Poverty and Disadvantage Community



Project Construction Costs

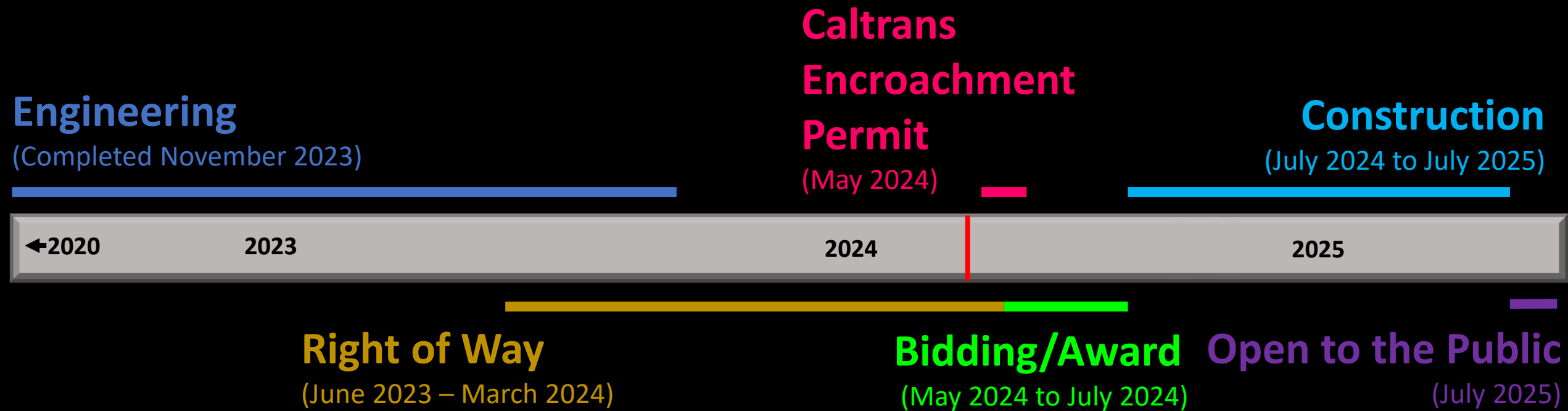
Category	Construction Cost
Roadway Construction/Construction Survey and Staking	\$21,850,000
Contingencies	\$1,050,000
Total Construction*	\$22,900,000
Construction Management**	\$2,400,000
Total Project Cost***	\$25,300,000

*2024 Dollars

**Cost includes Contract Advertise, Award and Administration, Materials Testing and Construction Surveying and Staking

***Available Funding : RM3 - \$15M; STIP/LONP - \$5.3M; COUNTY - \$4M; \$0.8M STAF; \$0.2 STA Project Contingency Fund

Project Schedule



Questions are Welcome

Staff Contact:
Nick Burton
Director of Projects
nburton@sta.ca.gov
(707) 399-3207

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Sears Point to Mare Island Improvement Project

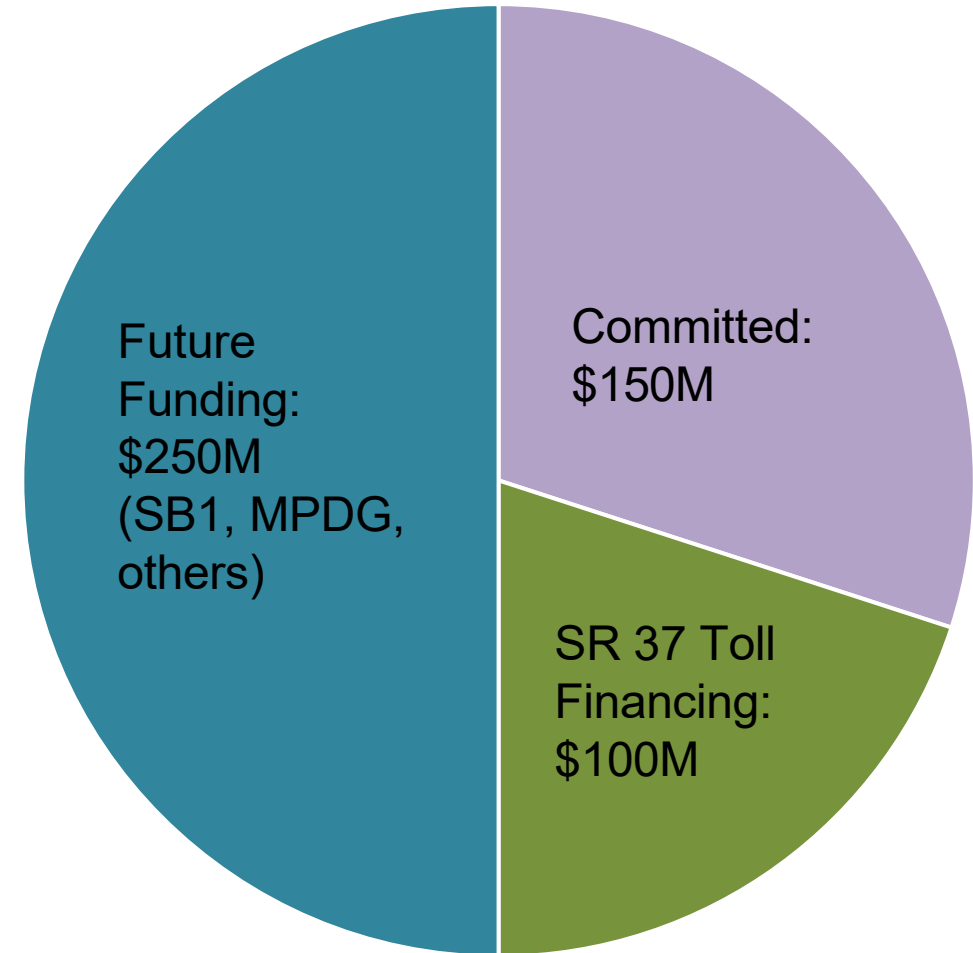


SR 37 Policy Committee Meeting
June 6, 2024



Project Updates

- **Updated Total Project Cost: about \$500M**
 - Increased Due to Tolay Creek Bridge Replacement and Strip Marsh East Enhancement Costs
 - Cost to be further refined in final design
- **Recent Award- \$20M USDOT PROTECT**
- **Upcoming Milestones**
 - Tolay Creek Bridge Replacement Environmental Clearance: June 2024
 - Construction Manager/General Contractor (CM/GC) for 1st Work Package: Sept 2024
 - Strip Marsh East Enhancement Environmental Clearance: Early – Mid 2025
 - Toll/Means-Based Discount Program: In development



Phased Delivery Approach

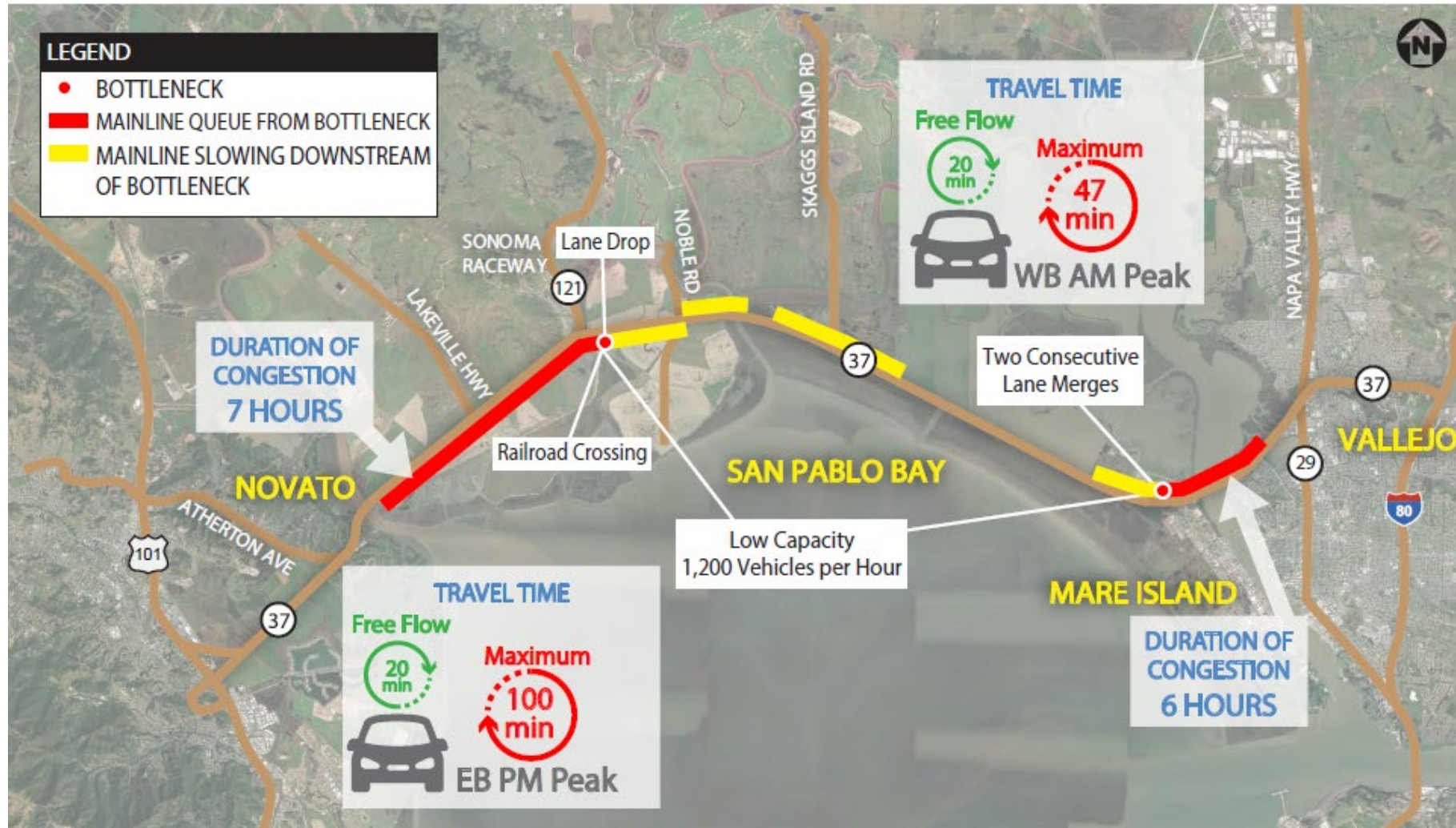
- **Why Phase Construction?**

- Lessons Learned from Recent Grant Debriefs – Importance of being the “last dollar in”
- Phasing One-Direction at a time – More competitive for grant applications
- Makes sense- Logical Termini and Independent Utility, User Benefits

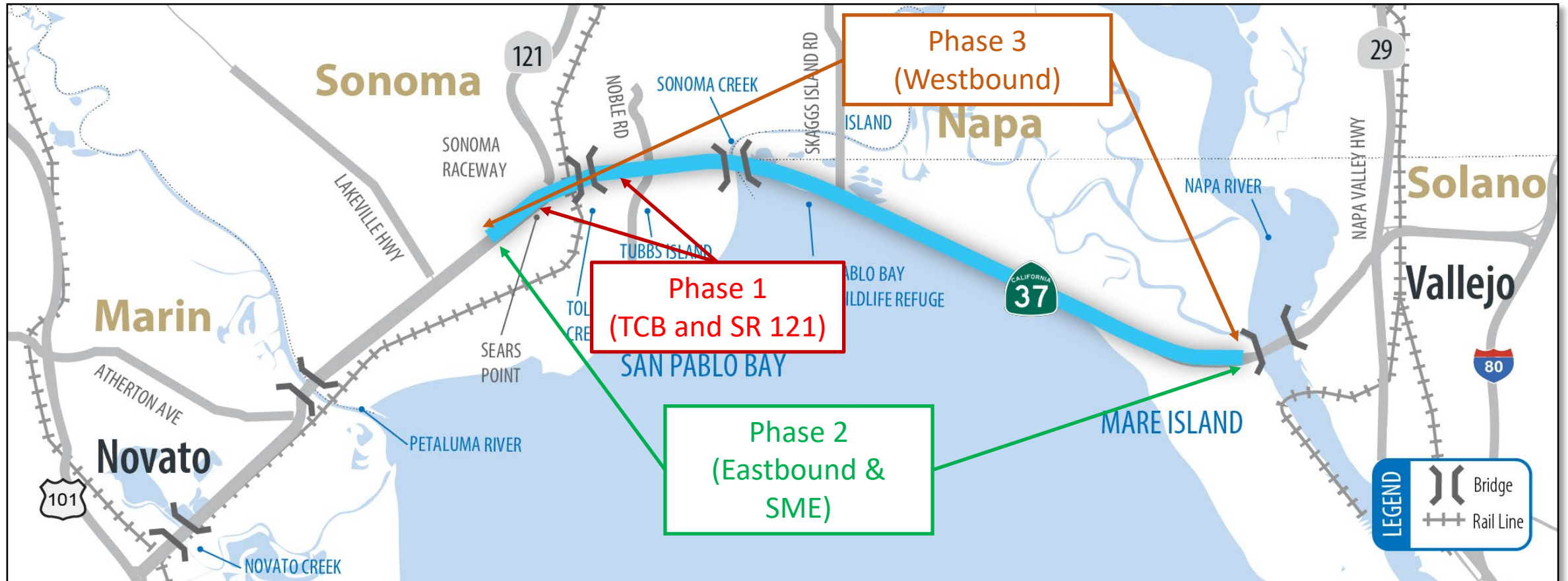
- **Phasing**

- Phase 1 - Tolay Creek Bridge Replacement and SR 121 Intersection Improvements (Phase Fully Funded)
- Phase 2 - Complete Eastbound Improvements: HOV lane, new tolled lane, initial transit implementation, public access improvements, Strip Marsh East enhancement, and eastbound tolling
- Phase 3 – Complete Westbound Improvements: HOV lane, new tolled lane, full bus transit implementation, and more public access improvements

100 Minutes to Travel Between Jobs and Homes For Eastbound Afternoon Commute



Construction Phasing Proposal



Common Questions on Phased Delivery Approach

- **What Changes:**

- Our Approach to Apply for State and Federal Competitive Grants
- Implementation of Tolling Will be Phased – Start with Eastbound Upon Completion of Phase 2, Followed by Westbound Upon Completion of Phase 3

- **What Stays the Same:**

- The Full Project Will be Delivered
- The Overall Delivery Schedule Stays the Same
- Transit Implementation and Strip Marsh East Enhancement Will be Included

Recent and Upcoming Grant Pursuits

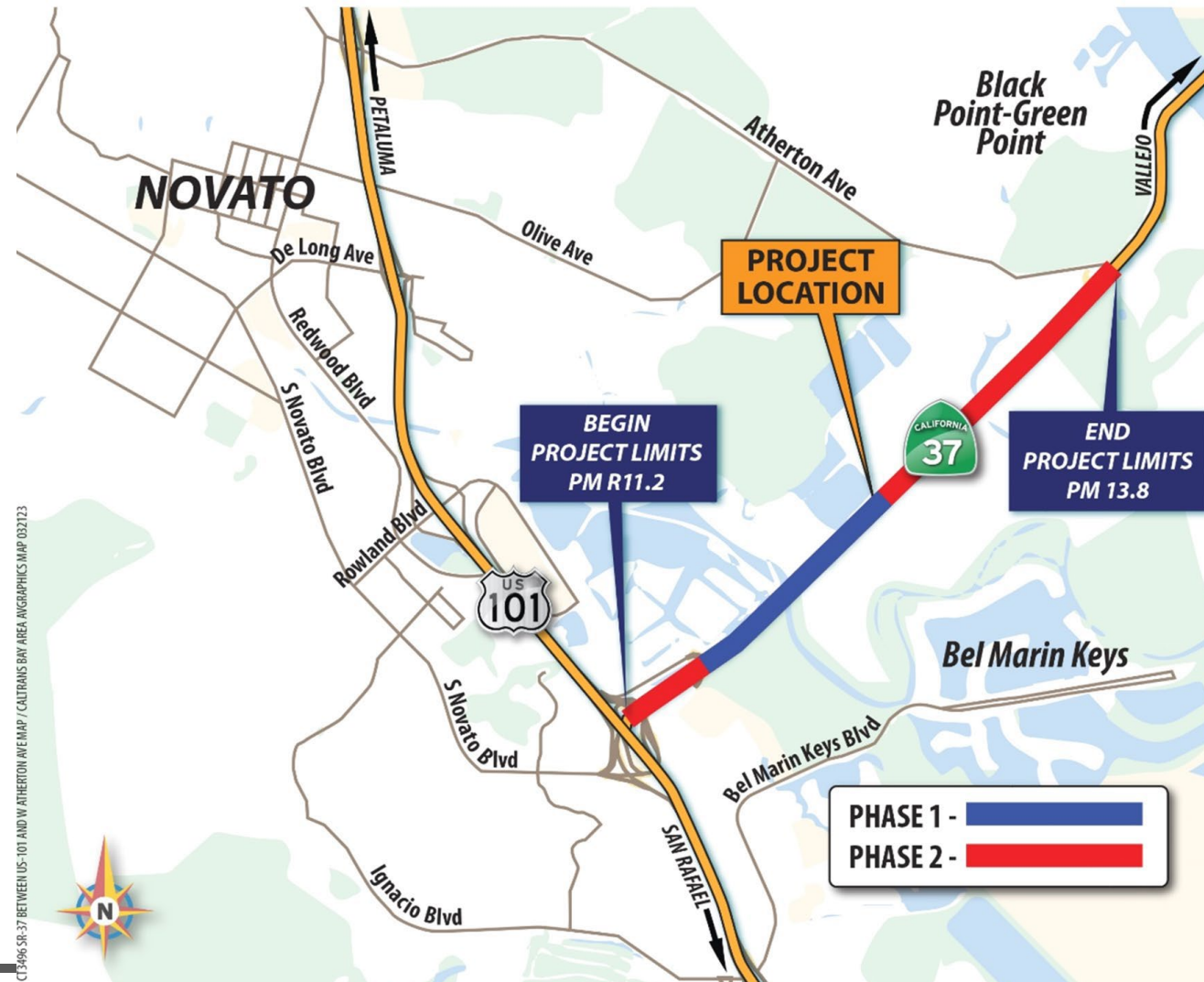
- **USDOT Multimodal Project Discretionary Grant (MPDG) Opportunity**

- Rural, INFRA and MEGA Programs
- Application Submitted on May 6, 2024
- Amount Requested: \$130M

- **CTC Senate Bill 1 (SB1)**

- Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, and Local Partnership Program
- Call for Projects Anticipated in Fall 2024
- Amount to be Requested: To Be Determined

Flood Reduction Project – US 101 to Atherton Avenue



SCOPE

- Construction of elevated causeway for the most vulnerable section of SR 37 (US 101 to Atherton Ave)
- Address reoccurring flooding and sea level rise of projected year 2130 elevation.
- The first SR 37 ultimate resiliency projects; Novato Creek Bridge Replacement is the first construction package (Phase 1).

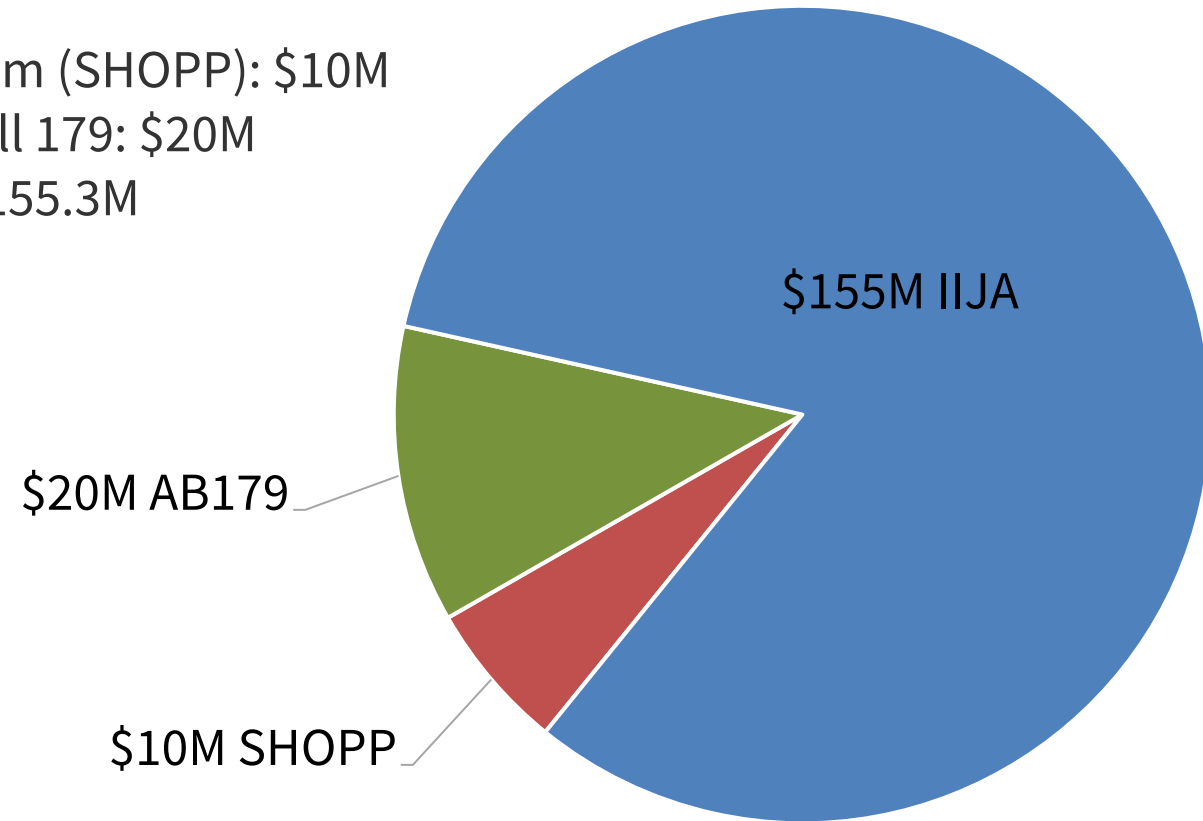
CT-3496-SR-37 BETWEEN US-101 AND W ATHERTON AVENUE / CALTRANS BAY AREA ANTHROPOLOGICAL MAP 032123



Flood Reduction Project- Funding

Funding Sources

- State Highway Operation and Protection Program (SHOPP): \$10M
- General Fund by Senator McGuire’s Assembly Bill 179: \$20M
- Infrastructure Investment and Jobs Act (IIJA): \$155.3M





Flood Reduction Project- Schedule

Draft Environmental Document	August 2023
Public Meeting	September 2023
Complete Environmental Phase	January 2024
Complete Design (Novato Cr Bridge Replacement)	May 2026
Begin Construction (Novato Cr Bridge Replacement)	May 2027

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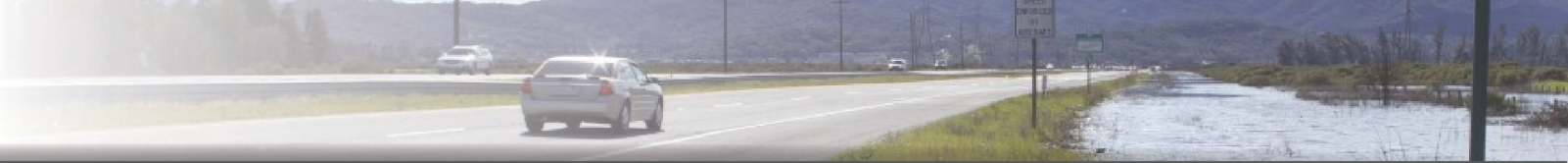
M A R I N • S O N O M A

N A P A • S O L A N O

A central graphic featuring a green shield with a white border containing the text 'CALIFORNIA' and '37'. Below the shield is a stylized road with dashed white lines leading towards a horizon, flanked by blue and white wave-like patterns. At the bottom of the graphic, the words 'CORRIDOR' and 'PROJECTS' are written in large, bold, blue capital letters.

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."





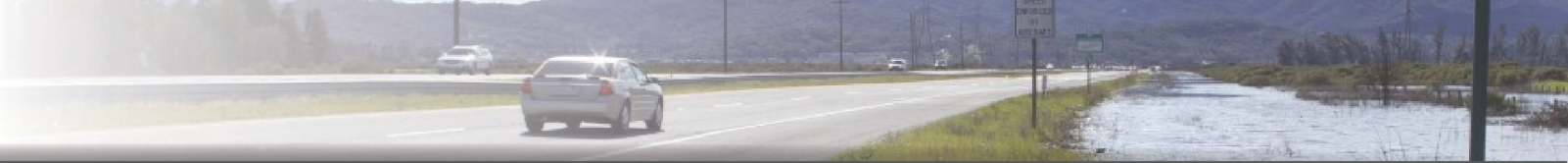
**ADDENDUM TO SR 37 PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY:
Preferred Alternative Prioritization for Delivery
Resilient 37 Policy Committee
June 6, 2024**

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."

TODAY'S MEETING

1. Overview
2. Addendum Purpose in Project Delivery
 - Stakeholder and Technical Working Group Roles
3. Anticipated PEL Addendum Process
4. Preliminary Prioritization Criteria
5. Questions/Discussion

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."



ADDENDUM PURPOSE

2022: PEL Study Implementation Plan

- Identified potential phasing of project delivery
- 8 sections with independent utility and logical termini

2024: Addendum: Prioritization for Project Delivery

- Collaborative process to develop and apply prioritization criteria to the 8 sections
 - To build upon past prioritization effort (MTC October 2023)
 - **Goal:** Determine priority of 8 sections for delivery
- Prepare brief addition to PEL Study and update PEL Guidebook (SER)

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."

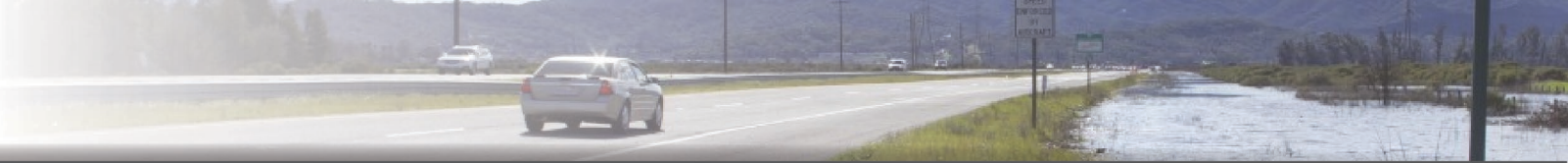


ADDENDUM PURPOSE



Primarily Elevated Causeway except for Sections 3 and 5

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."



ADDENDUM-SPECIFIC CONSENSUS BUILDING GROUPS

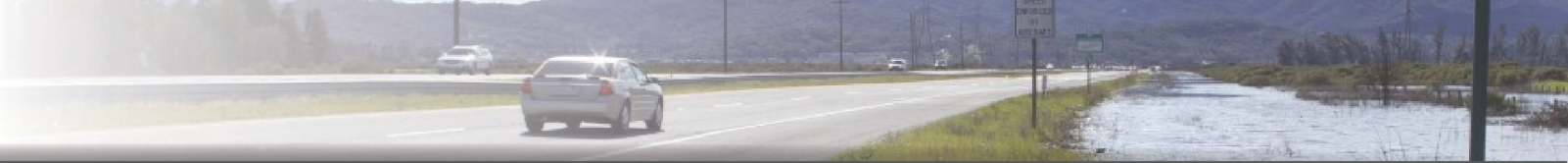
Technical Working Group

- **Who:** Transportation Agency partners and Caltrans staff
- **What:** Develop and apply prioritization screening criteria
- **When:** 3 working meetings:
 - May 20
 - June 27
 - August (TBD)

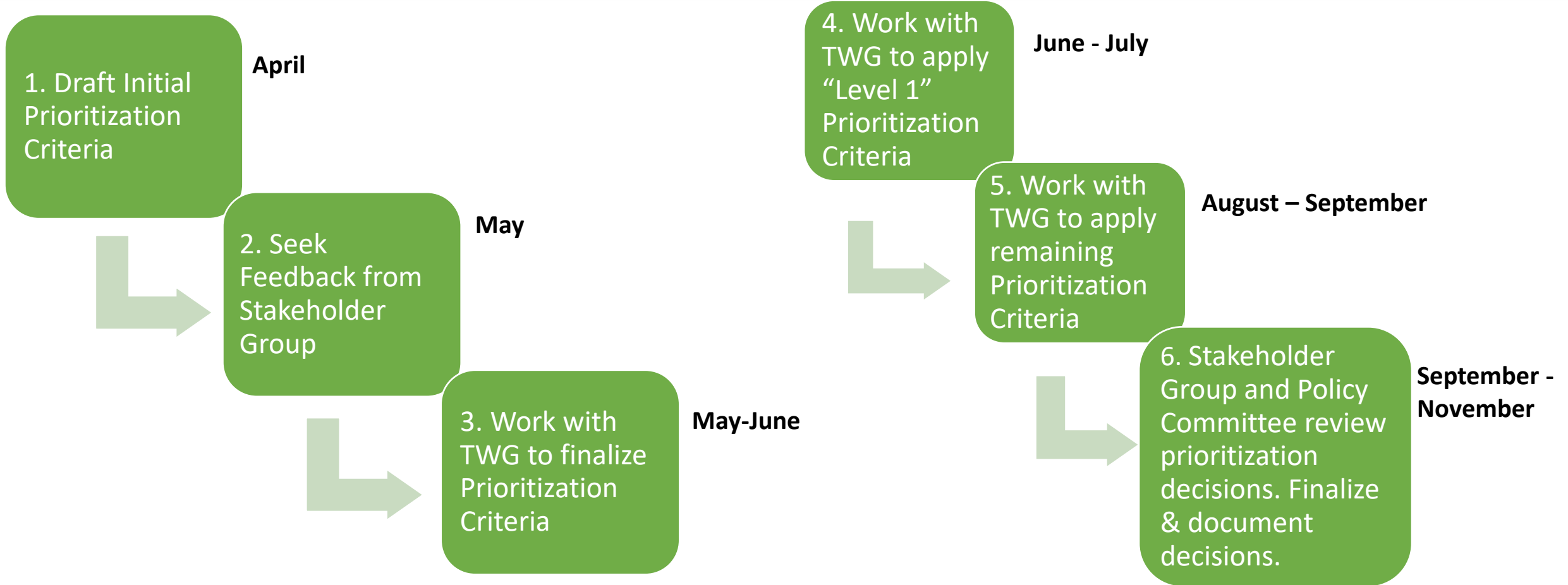
Stakeholder Group

- **Who:** Similar to PEL *Stakeholder Working Group* – broad cross-section of agencies, organizations, and individuals with interest in the corridor area
- **What:** Provide outside perspective
- **When:** “Bookend” meetings:
 - May 6
 - September (TBD)

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”



ADDENDUM WORKFLOW



"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."



PRELIMINARY LIST OF PRIORITIZATION TOPICS

- Flood risk reduction
- Safety (construction & operation)
- Constructability
- Equity
- Environmental benefit potential
- Mitigation cost
- Environmental survey duration
- Construction cost
- Property access requirements
- Operational impacts – general traffic, goods, emergency vehicles
- Intermodal facilitation
- Recreational access
- Phasing potential within a section

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”

QUESTIONS OR FEEDBACK



Send questions, comments and feedback to:
StateRoute37@dot.ca.gov

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”





STATE ROUTE (SR) 37 EXPRESS BUS & TDM PLAN

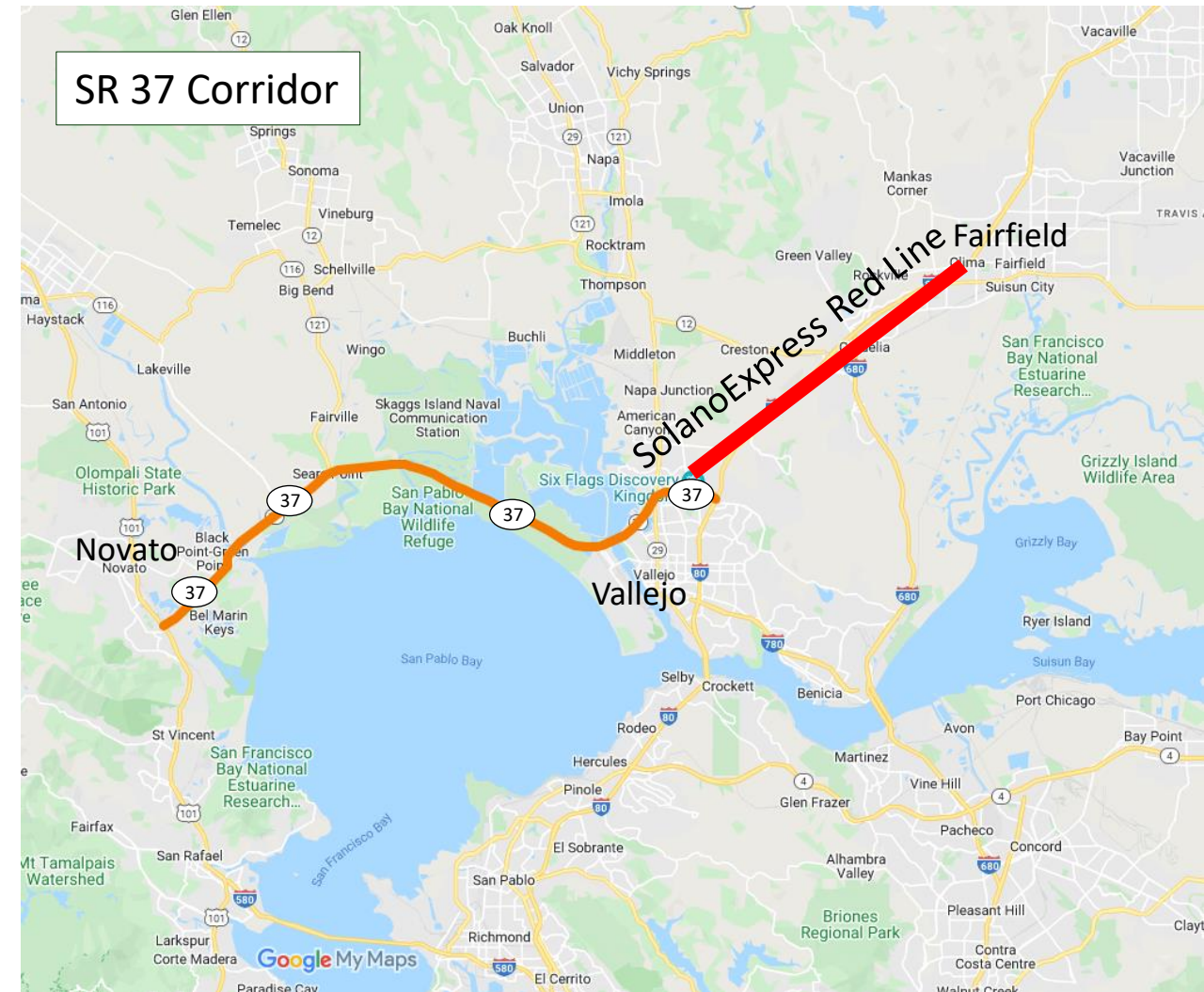
Resilient SR 37 Policy Committee
June 6, 2024



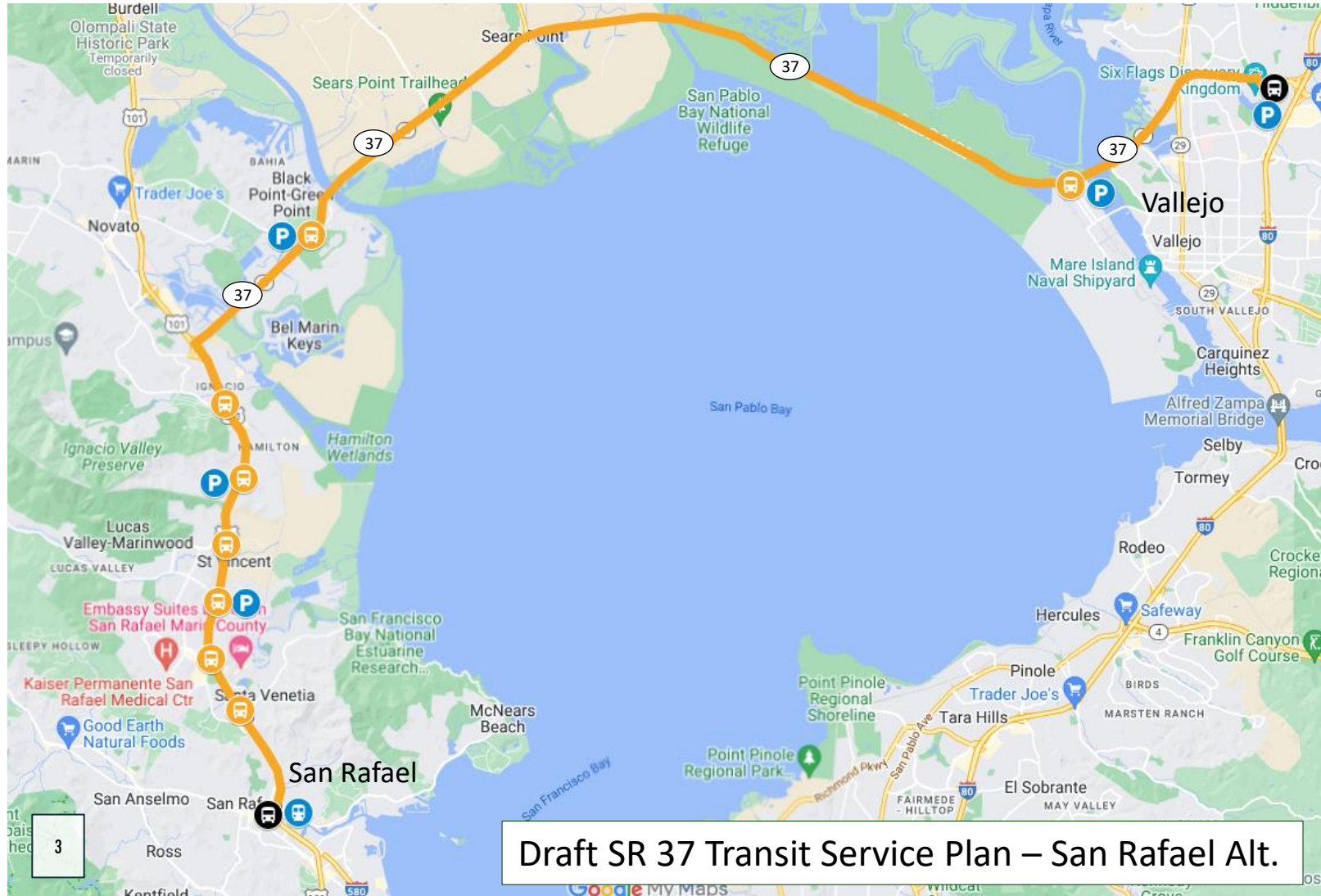
SR 37 PLAN REVIEW – BACKGROUND

May 2019, NVRTA SR 37 Study

- **Low density, dispersed travel demand** along the corridor to the west.
- The three largest trip-originating cities (**Vallejo, Fairfield, and Novato**) have a high propensity for SR 37 transit use.
- Study concluded that:
 - There is demand for further exploring fixed-route service between Vallejo, Fairfield, and Novato based on travel volumes and propensity.
 - Ridesharing is already significant and would benefit from more park and ride locations.



SR 37 PLAN REVIEW – EXPRESS BUS ALTERNATIVE (SAN RAFAEL)



Draft SR 37 Transit Service Plan – San Rafael Alt.

Mobility Hubs

- Vallejo Fairgrounds Hub: SolanoExpress, SolTrans, Napa Vine.
- San Rafael Hub: GGT, Marin Transit, SMART.

Park and Ride

- Vallejo Fairgrounds
- Mare Island
- Black Point
- Alameda del Prado
- Smith Ranch/Lucas Valley



First/Last Mile Mobility-on-Demand

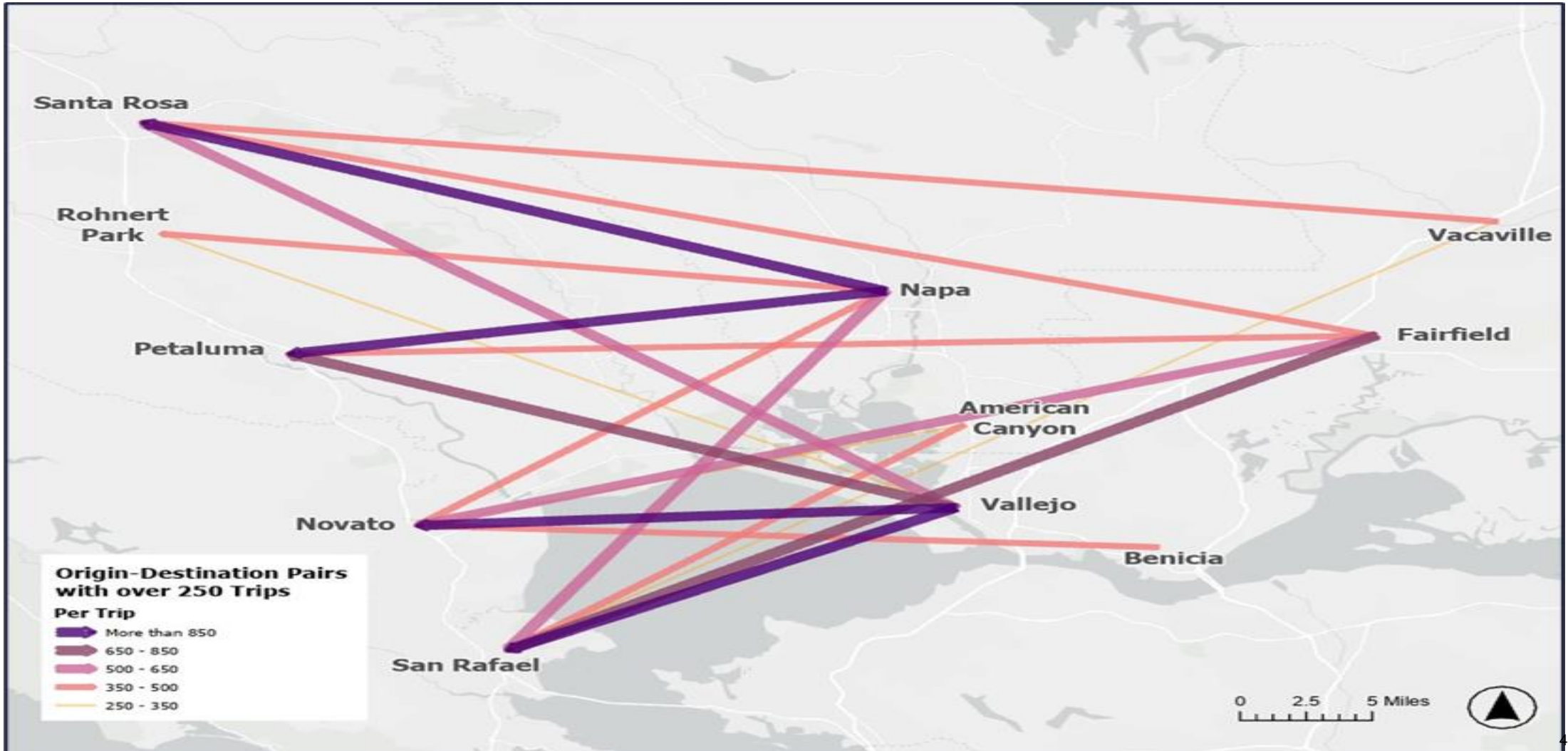
- STA Lyft Program
- Marin Transit and TAM “Connect2Transit” Uber



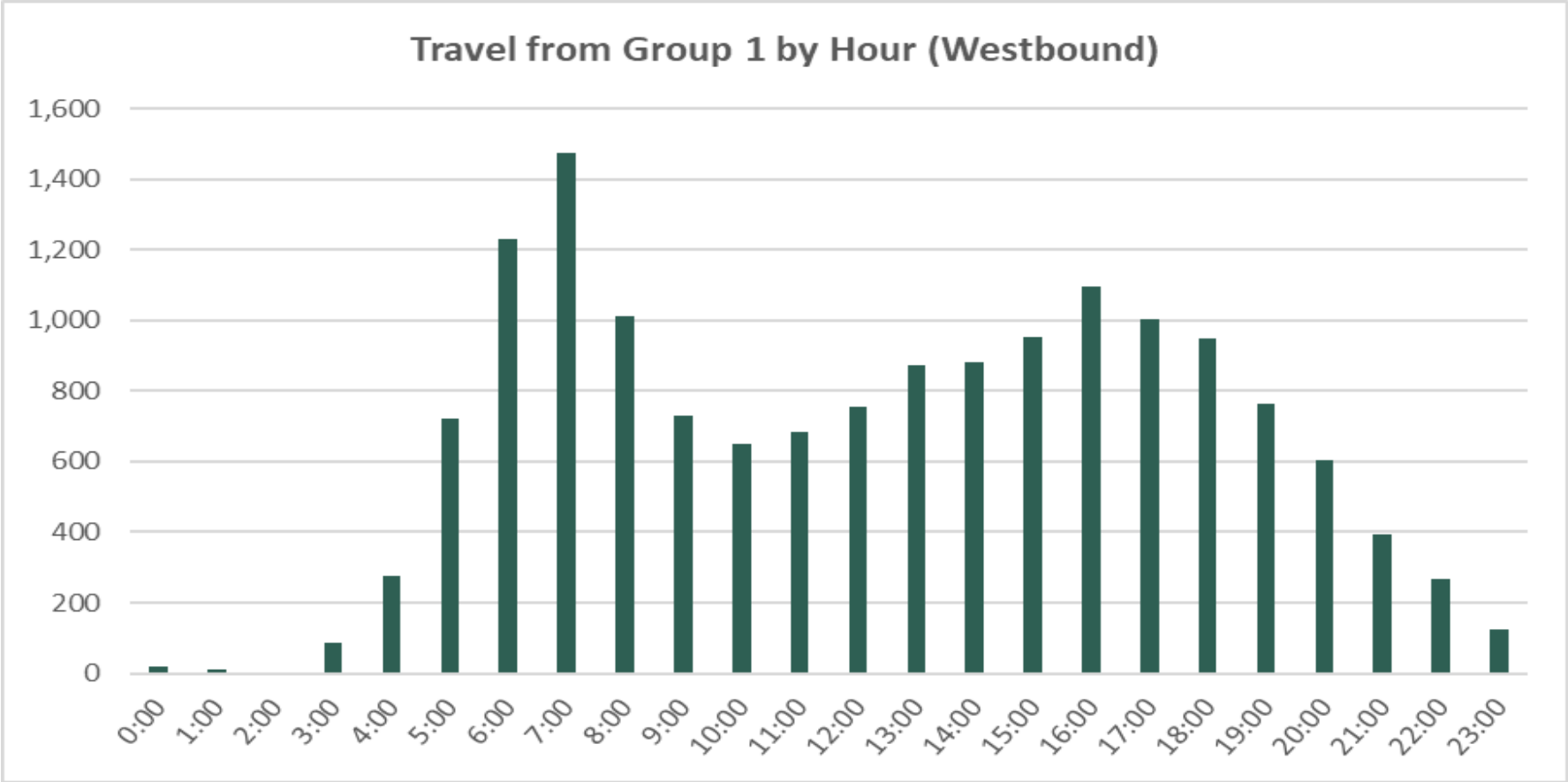
Guaranteed/Emergency Ride Home

- Solano Mobility
- Transportation Authority of Marin

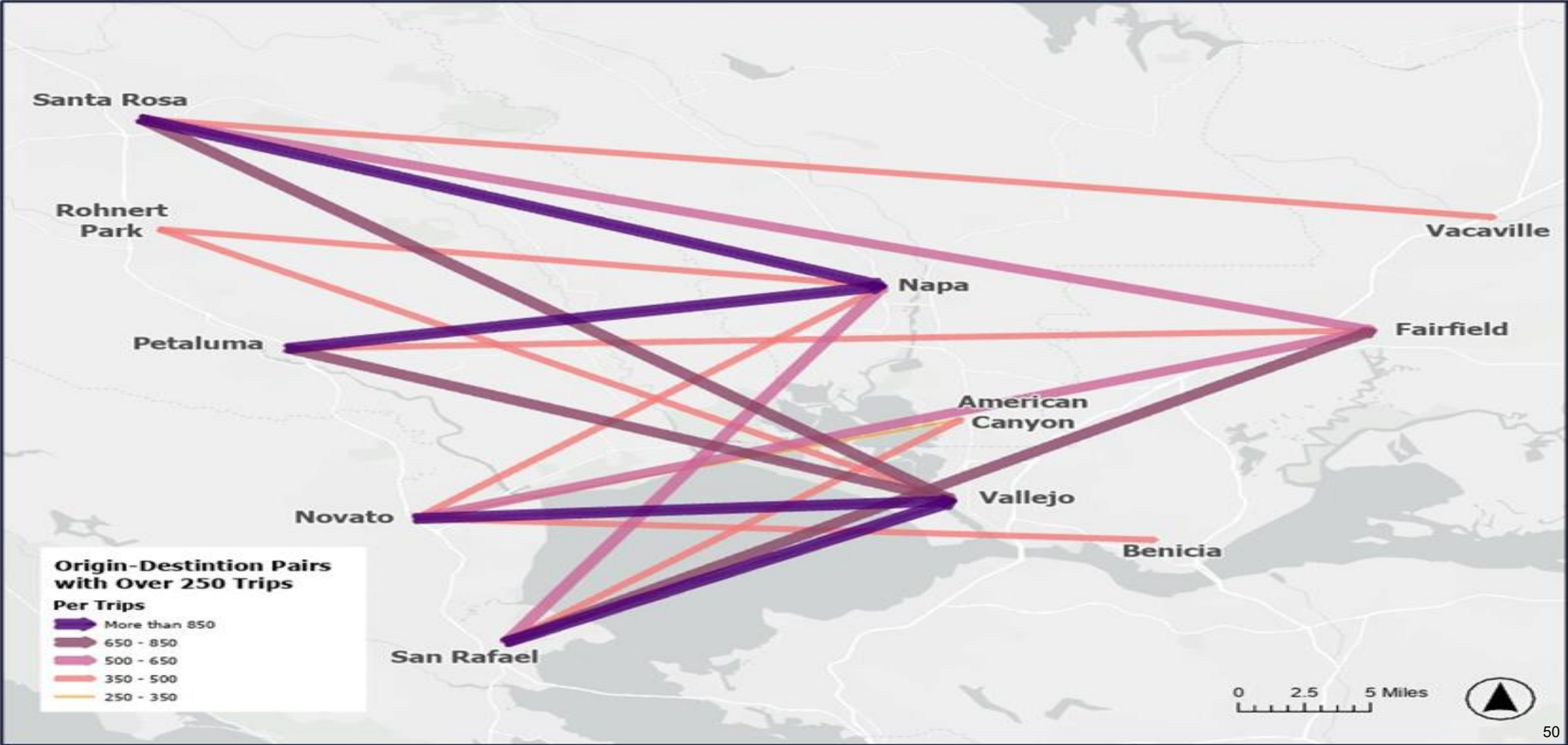
UPDATED TRAVEL DEMAND DATA – WESTBOUND TRAVEL



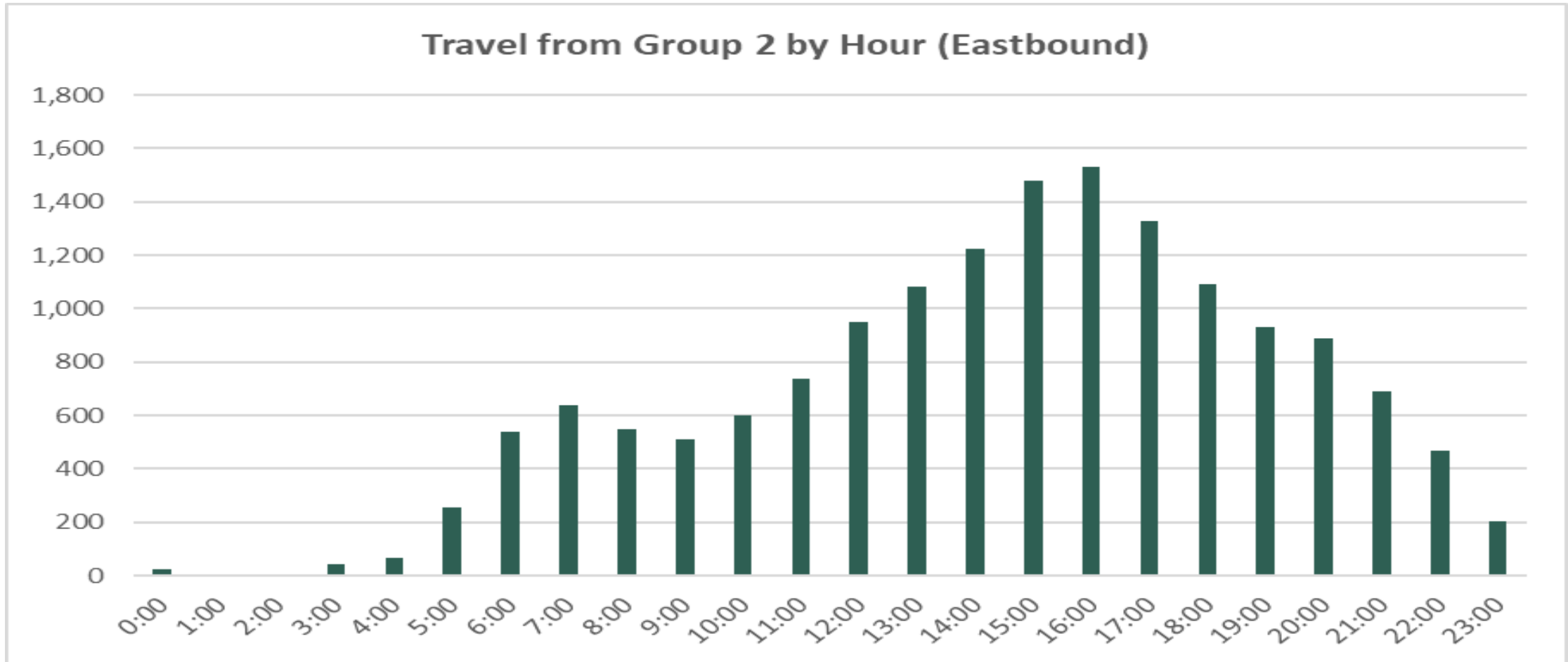
UPDATED TRAVEL DEMAND DATA – WESTBOUND TRAVEL



UPDATED TRAVEL DEMAND DATA – EASTBOUND TRAVEL

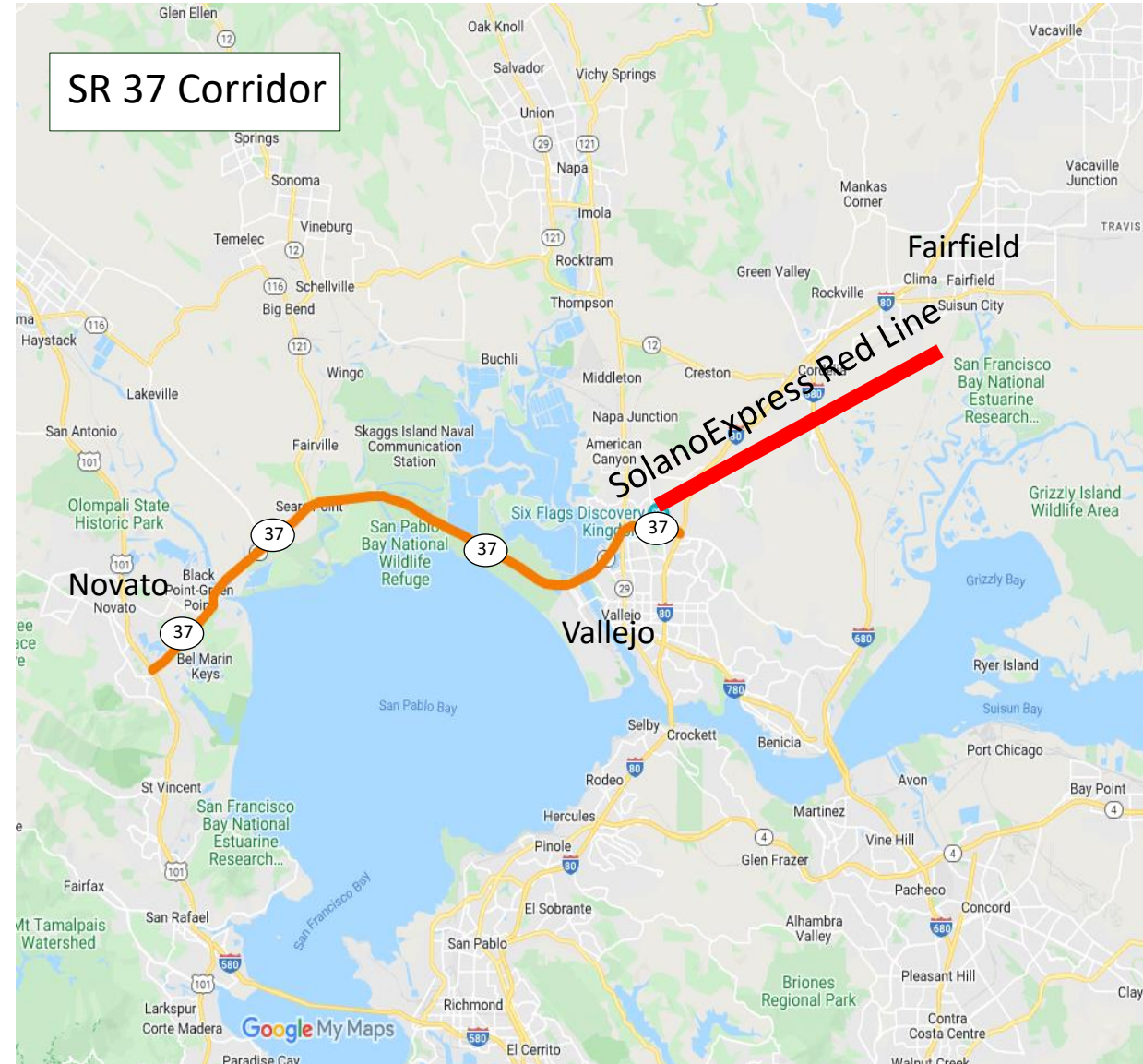


UPDATED TRAVEL DEMAND DATA — EASTBOUND TRAVEL



SR 37 PLAN — PHASING

- **Conventional Vanpool**
 - Builds on existing ridesharing in corridor
 - Enables direct travel to dispersed destinations
- **Paid Driver Vanpool**
 - Hybrid of conventional van pool and fixed schedule service.
 - Enables direct travel to dispersed destinations
- **Express Bus**
 - As vanpool ridership grows the potential for an express bus route and its alignment will become apparent



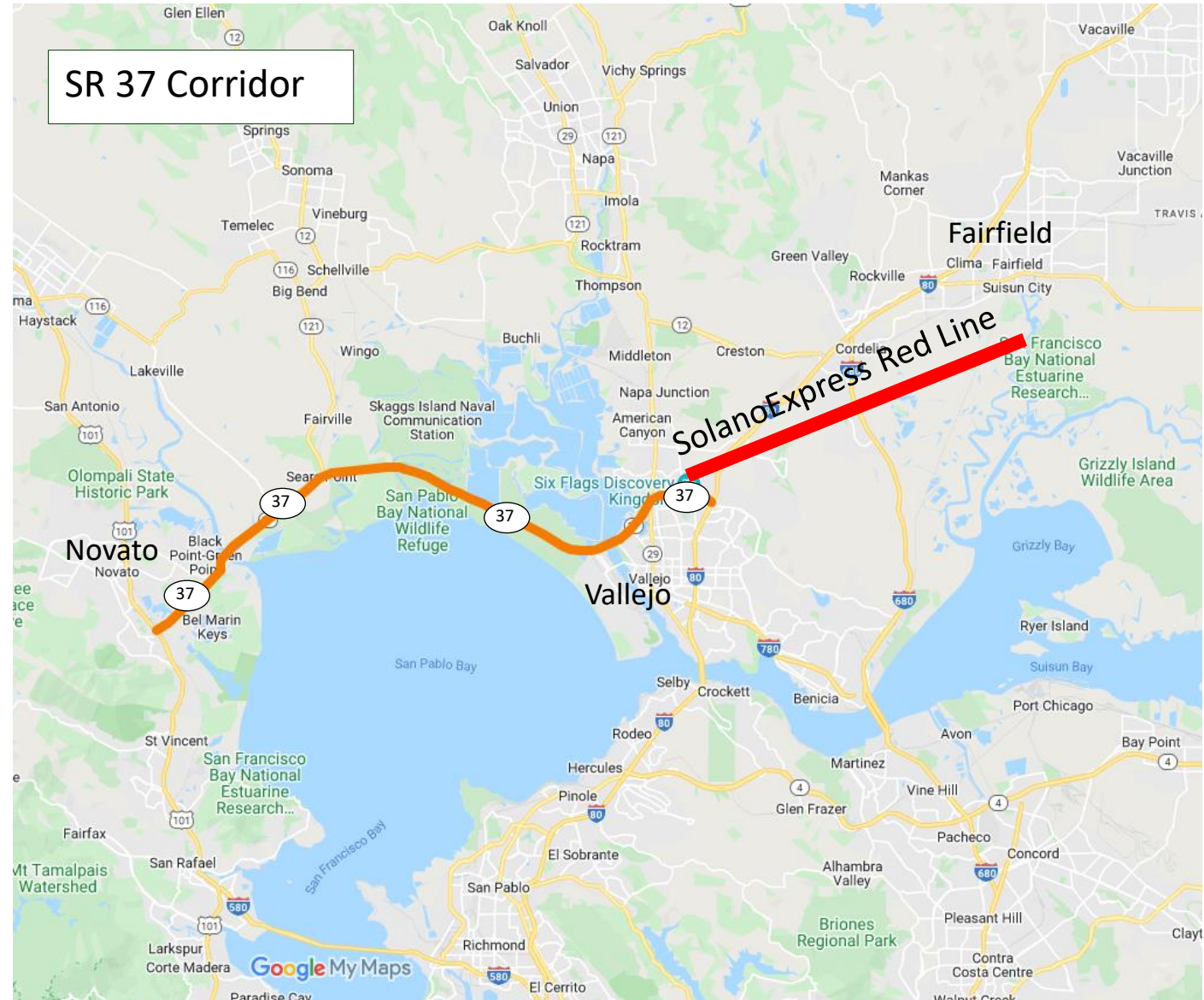
SR 37 PLAN — PHASING

Mobility Hub

- Vallejo Fairgrounds Hub: SolanoExpress, SolTrans, Napa Vine.

Park and Ride

- Vallejo Fairgrounds
- Mare Island
- Black Point
- Alameda del Prado
- Smith Ranch/Lucas Valley



SR 37 PLAN REVIEW – CONCEPTUAL OPERATING PARAMETERS AND COSTS

Vallejo-San Rafael	
Hours of Operation	5 AM to 9 PM
Frequency	30 peak/60 off-peak
One-Way Trips	48
Peak Bus Requirement	5
Total Bus Requirement with 20% Spares	6
Annual Revenue Hours	16,300
Annual Revenue Miles	356,200

Operating Costs:

Proposed Transit service would cost approximately **\$3.4 annually** to operate.

Capital Costs:

- 6 Electric OTR Coaches @ \$1.3M each = \$7.9M
- Fairgrounds Dr Mobility Hub = \$5.35M
- Access Improvements to Marin Mobility Hubs = \$1M
- 2 En-Route Inductive Charging Pads @\$500k each = \$1M

Total \$14.25M (San Rafael)

SR 37 EXPRESS VANPOOL ALTERNATIVES

	Vallejo – San Rafael	Vallejo – Hamilton – San Rafael	Vallejo – Hamilton	Vallejo – Novato
Hours of Operation	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p
Frequency	30	30	30	30
Round Trips	16	16	16	16
Peak Van Requirement	4	4	3	3
Total Van Requirement	5	5	4	4
Annual Van Leasing Cost (\$26,400 per Vehicle)	\$132,000	\$132,000	\$105,600	\$105,600
Annual Revenue Hours	6,715	7,582	5,814	5,600
Annual Labor Cost (\$80 per Hour)	\$537,200	\$606,560	\$465,120	\$448,000
Annual Revenue Miles	239,904	250,104	192,600	193,000
Other Annual Operating Costs	\$130,000	\$130,000	\$130,000	\$130,000
Annual Operating Cost (Labor & Fuel Cost)	\$799,200	\$868,560	\$700,720	\$683,600

POSSIBLE SR 37 EXPRESS VANPOOL PILOT

- 4 15-passenger vans traveling during morning/afternoon commute times
 - 2 vans traveling between Vallejo and Novato
 - 2 vans traveling between Vallejo and San Rafael
- Annual Costs \$800,000(current estimated costs)
 - Van Rental: \$2200/month (\$132,000)
 - CDL Driver: Est \$80/hour x 6,715 annual hours (\$537,200)
 - Operating Costs: Fuel/Insurance/Wash/Cameras/Software (\$130,000)



Questions