

### **Commitment to SR37 Success**





Over 3 years of project review

Discussions with environmental interests, adjacent land owners, counties and more

May 5, 2016 - Submitted Proposal to expand SR37 to SR37 Policy Committee

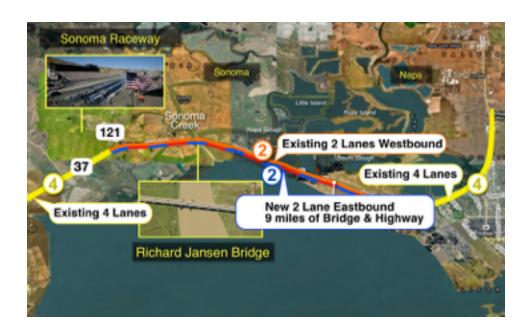
September 1, 2016 - Provide responses to questions on Proposal

Ready to fund all the next steps in studies, environmental, legal etc. with no local, state or federal money needed

Efficiently use this information for adjacent segments of SR37 and UBP will fund studies of future SR37 needs

## **Project Will Follow**

- Caltrans and FHWA design standards
- CEQA, environmental permitting standards
- Existing right-of-way.
  If final conditions require more UBP will obtain



- **✓** Future clearances needed for rail facilities
- Existing property access for adjoining land owners both eastbound and westbound
- ✓ Project will follow best interchange design configurations working closely with Sonoma and Solano Counties



### **UBP Has Committed To:**

- ✓ Prepare all materials for Caltrans for the relinquishment process
- ✓ Take unlimited financial risks on every aspect of the Project including construction costs, overruns, environmental, schedule, traffic and revenue, extreme events of nature, change of law, etc.
- ✓ Contract with MTC for electronic toll collection support







A Proven Example for the City of Chesapeake, VA South Norfolk Jordan Bridge

### **UBP Has Committed To:**

- Subsidized Van pools
- Subsidized transponders for low income residents
- Discounts for electronic transponder use
- ✓ Commuter Club programs and unique seasonal discounts
- ✓ Cap on tolls to never be higher than other Bay Area bridges We want to attract users for success of the system



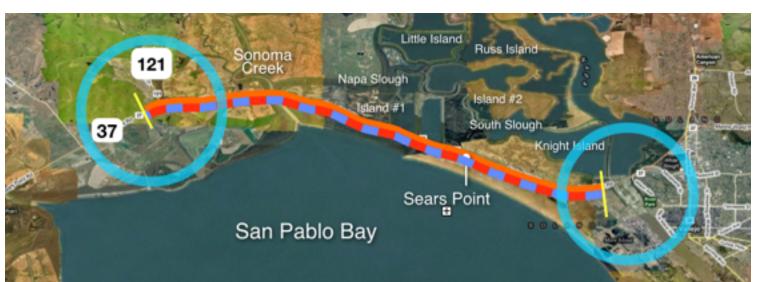


A Proven Example for the City of Chesapeake, VA South Norfolk Jordan Bridge

## **UBP Committed to Long Term Facility Success**

Phase 1: Add 2 lanes immediately with interchanges at 121 and Mare Island

- ✓ Include dedicated bike/pedestrian path with scenic viewing areas
- Adjust existing 2 lanes for environmental enhancements in berms (like culverts) or what is determined in environmental process
- **✓** Responsible for existing lanes maintenance and inspection
- ✓ Will study possibility of 3 lanes with reversible lane





## **UBP Committed to Long Term Facility Success**

## Phase 2: Add 2 additional enhanced lanes as defined in agreement with metrics like sea level rise

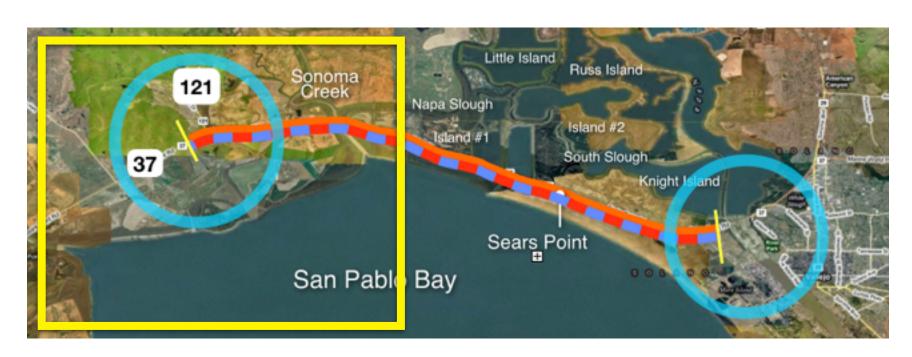
- ✓ Facility designed for 150 year life Replacement of facility based on lifecycle evaluations
- ✓ Major Maintenance Reserve Account for Maintenance and Inspection





## **Interchange at SR 37/121**

- ✓ Accommodate raising rail in future
- Free flowing traffic and functional needs
- ✓ Obtain connection permits with existing facility from Caltrans

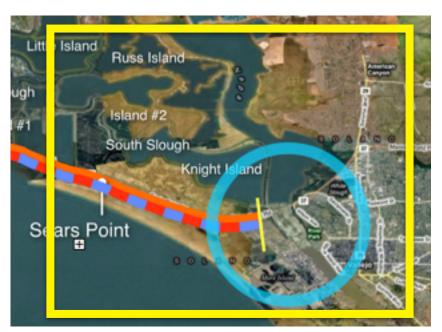




## **Interchange at SR 37/Mare Island**

- ✓ Free flowing traffic for connecting to 4 lanes.
- Obtain connection permits with existing facility from Caltrans
- Accommodate Solano's planning of future interchange enhancements to SR37. UBP will provide revenue sharing to implement these needs

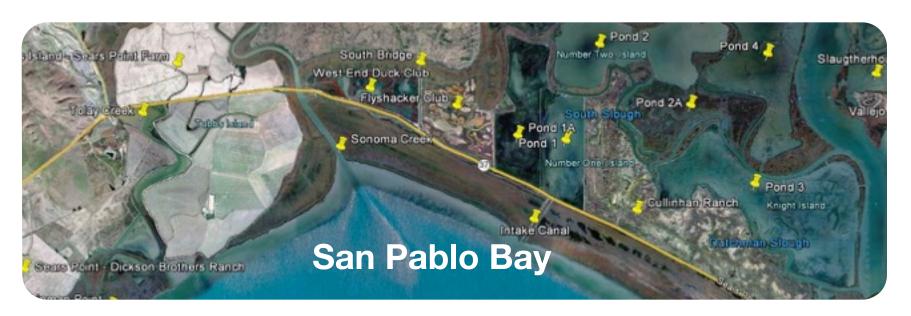






### Long Term Benefits to the Environment are Guaranteed

- ✓ Provide annual revenue share for "Environmental Trust Fund"
- ✓ Fund payment up front to "jump start" environmental support
- ✓ Bay Institute and other environmental interests control the fund





# **Environmental Process Based On Experience**ICF International Led By Mike Davis

**Experienced in CEQA/NEPA in Bay Area's high profile projects** 

**Bay Bridge East Span** 

**Doyle Drive/Presidio Parkway** 

**Caldecott Tunnel** 

**North Bay Restoration Projects** 



### **UBP's Solution to the SR 37 Crisis**

### ✓ Design, build, finance, own, operate a two lane expansion to SR 37

- Build 2 new lanes to increase the capacity to four lanes
- Construction completed in 30 months
- Built using local labor and local materials
- Replace existing 2 lanes by 2040 with an elevated structure to combat sea level rise

### ✓ Use only private American funding - no local, state or federal money

No financial risk to the counties or to the State of California

### ✓ Significant advantages to the environment

- Built with environmentally sensitive construction technique
- Portion of every paid toll contributed to an environmental fund to support restoration and other environmental programs for San Pablo Bay

### Provides advantages to the community

- Crossing for emergency vehicles at no charge
- Subsidized van pools and transponders for low income residents
- User friendly electronic tolling using FasTrak

### ✓ Will be accomplished using existing legal process

 CalTrans will relinquish the roadway to Sonoma & Solano counties, who will have the authority to accomplish the project with UBP



## **Massive Community Support for UBP's Solution**

Substantial progress with the lawmakers Supported by CalTrans and state legislators

**Endorsed by key environmental and labor organizations** 













## **Massive Community Support for UBP's Solution**

#### Formal proposal provided May 5, 2016

**Proposal Details, Proposed Schedule,** 

**Legal Steps for Implementation (produced by Hansen Bridgett),** 

**Endorsement Letters,** 

**Information on other UBP Projects** 













