

RESILIENTSR37



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Resilient SR 37 Corridor – Phased Implementation

Concurrent Project Development. Deliver Early Community Benefits.

Interim Project

Sears Point to Mare Island Improvement

- Address Equity
- Improve Travel Times and Reliability
- Support Transit and Carpool Prioritization
- Advance Baylands Restoration
- Enhance Resilience and Public Access

Early Benefits



Transition

Long Term

SR 37 Sea Level Rise Adaptation (I-80 – US 101)

- Long Term Corridor Resilience (Planning and Environmental Linkages Study)
- Multiple Project Implementation (Flood Reduction Project – 101 to Atherton)
- Equity, Bike, Pedestrian, Transit, and Public Access
- Advance Mitigation

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Today

2025

2040

2050

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Segment B- Near-term SR 37 Sears Point to Mare Island Improvement Project



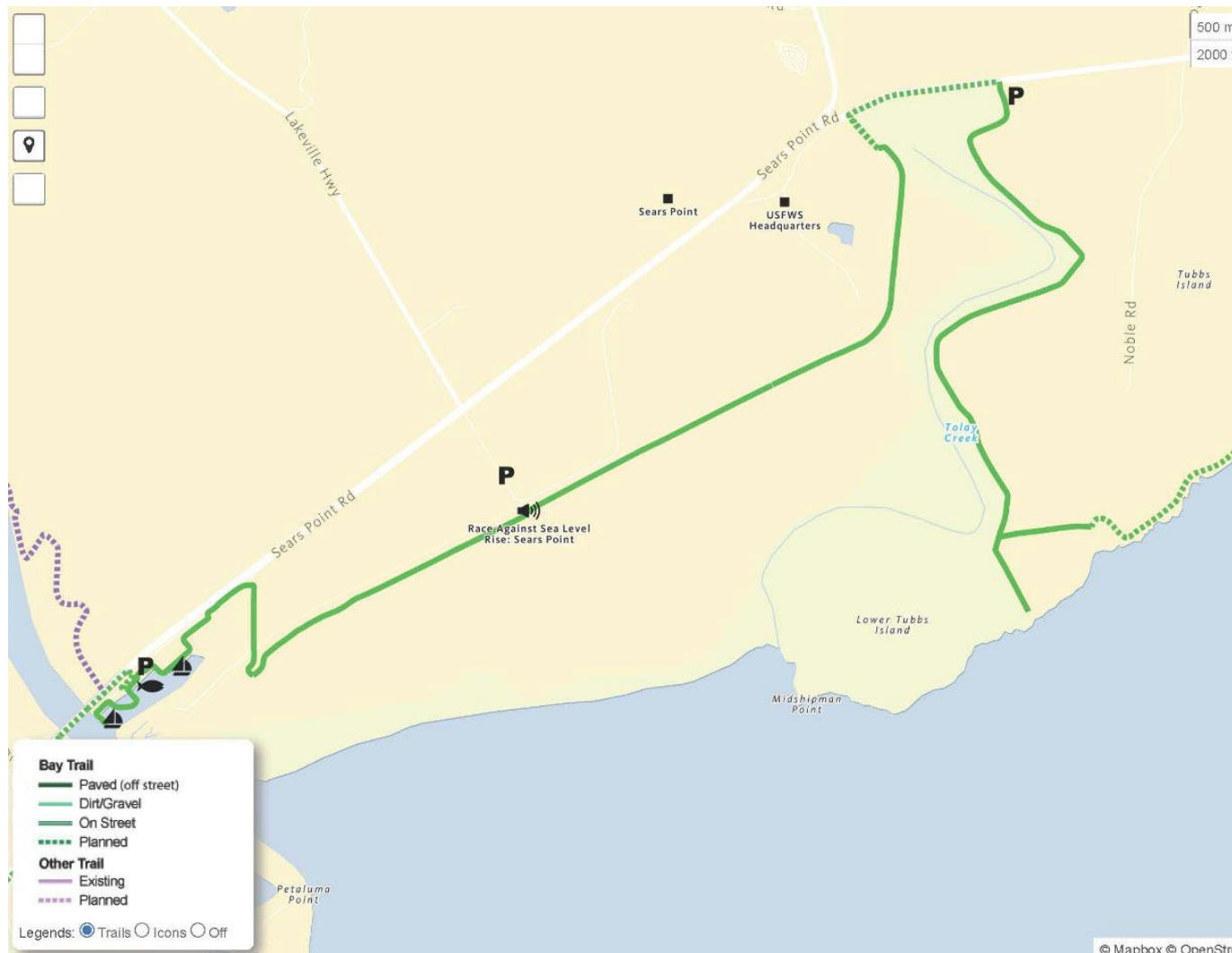
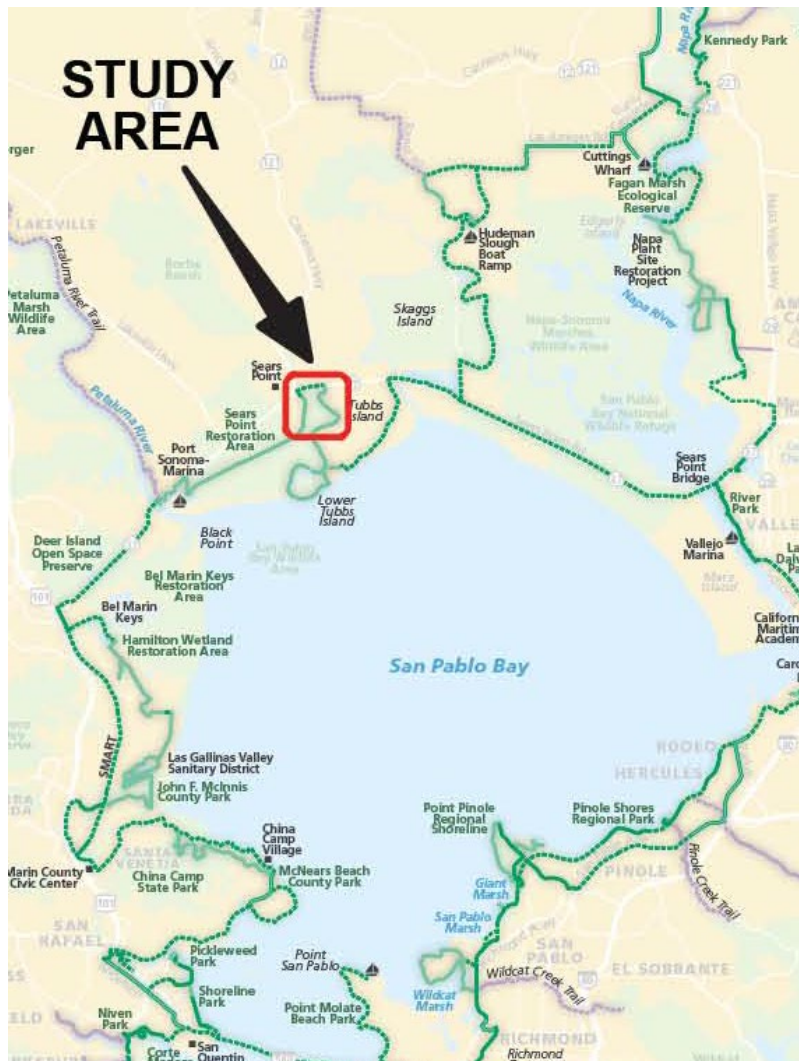
Proposed Project:

- *Improve traffic flow and reliability*
 - ✓ *High Occupancy Vehicle (HOV) Lanes*
 - ✓ *Tolled general purpose lane, free HOV lane, Means Based Discounts*
 - ✓ *Near-term resilience & early ecological Enhancements*
- *Make transit viable to support equity*
- *Bay Trail Improvement*

Schedule:

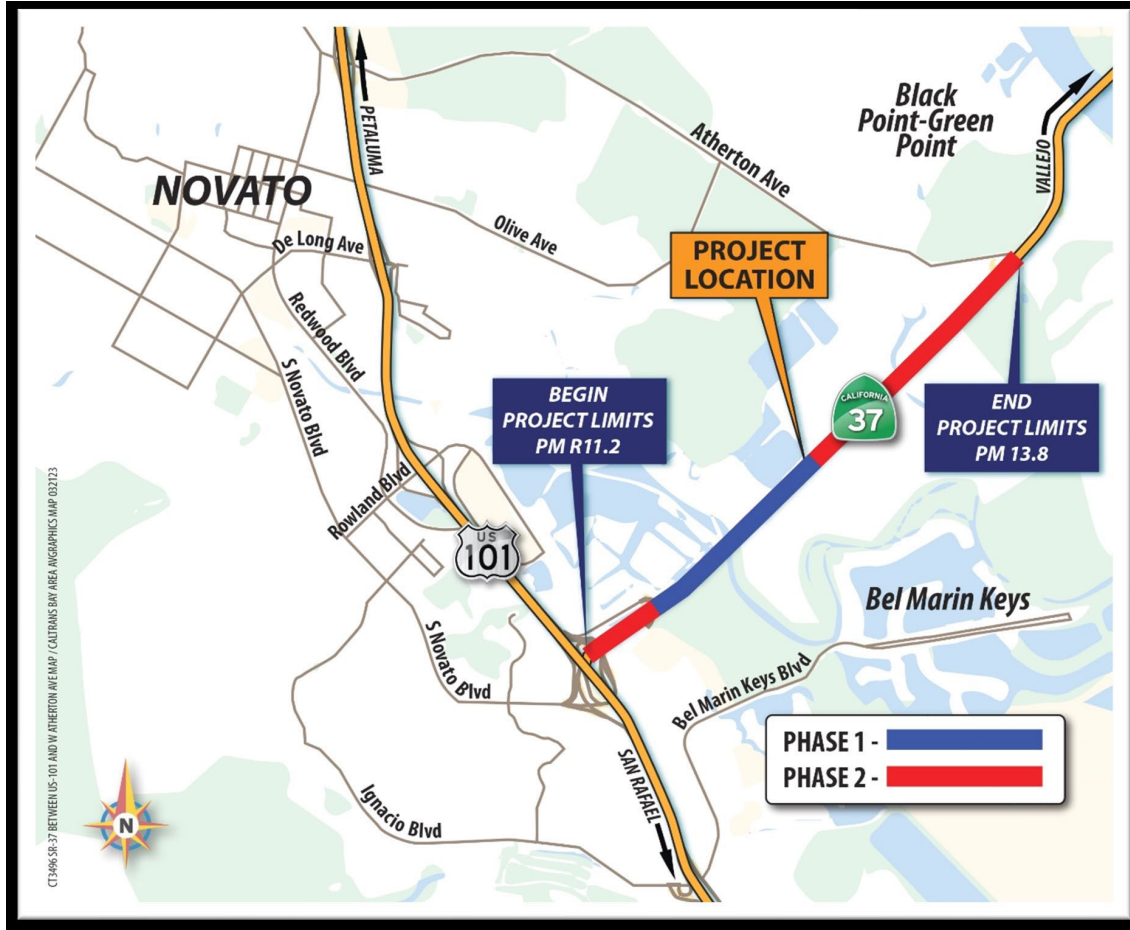
- *Environmental: 2021-2023*
- *Design: 2023-2025*
- *Construction: 2025-2027*

Public Access Improvement Opportunities Sears Point Bay Trail Connector



Flood Reduction

US 101 to Atherton Avenue in Marin County



SCOPE

This project proposes construction of elevated causeway for the most vulnerable section of SR 37 from US 101 to Atherton Ave to address reoccurring flooding and sea level rise of projected year 2130 elevation. This is the first SR 37 ultimate resiliency projects, as outlined by SR 37 Planning and Environmental Linkage Study of 2022. Novato Creek Bridge Replacement is the first construction package.

COST

\$130M – Construction Capital for the first construction package: Novato Creek Bridge Replacement
\$1.4B – causeway from US 101 to Atherton Ave.

SCHEDULE

Draft Environmental Document Circulation: August 23, 2023
Complete Environmental Phase: December 2023
Complete Design: 2026
Begin Construction: 2027



First Construction Package- Novato Creek Bridge Replacement





Phase 2 Causeway- US-101 to Atherton Ave





PLANNING & ENVIRONMENTAL LINKAGES STUDY RECOMMENDATIONS: SR 37 Long-Term Project Limits (Not Yet Prioritized)

Section ID	County	Section Limits	Rationale	Estimate Cost (2022)
1	Marin	US-101/SR 37 Interchange	Interchange and Access Road Improvements	\$150M
2	Marin	US-101 to Atherton Avenue (SR 37 Flood Reduction Project)	Long Stretch of Causeway	\$789M to \$1.4B
3	Marin	Atherton Avenue to Petaluma River Bridge	Embankment / At Grade, Access Issues	\$87M to \$157M
4	Marin/Sonoma	Petaluma River Bridge to East of San Pablo Bay National Wildlife Refuge HDQT	Long Stretch of Causeway	\$972M-\$1.7B
5	Sonoma	San Pablo Bay National Wildlife Refuge HDQT to SR 37/SR 121 Interchange	Long Stretch of Embankment/At Grade/	\$75M-\$134M
6	Sonoma	SR 37 /SR 121 Interchange	Interchange Improvements	\$67M-\$120M
7	Sonoma/Solano	SR 37/SR 121 Interchange to SR 37/Walnut Avenue Interchange at Mare Island	Long Stretch of Causeway	\$2.9B-\$5.2B
8	Solano	SR 37/Walnut Avenue Interchange at Mare Island to I-80	Causeway and Coordination of Multiple Interchanges	\$1.4B-\$2.5B



SR 37 Long-term Project Prioritization



Evaluate Priorities:

- Flooding vulnerability
- Transportation considerations
 - E.g. equity/access, time-sensitive improvements, design challenges, connectivity, phasing opportunities, construction, and funding
- Alignment with ecological restoration

Funding/Financing/Delivery:

- Develop a funding plan to inform and advance delivery

Collaborate:

- Stakeholder Engagement & Coordination