Presentation to the Sonoma County Transportation Authority
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Kome Ajise
Deputy Director
Planning and Modal Programs
CA Department of Transportation
SR 37 Stewardship Study

TRB-Funded Study to Complement D4 Corridor Planning:
Coordinating Stakeholder Input
Measuring and Valuing Ecological and Transportation Benefits
Negotiating Agreement with Regulatory Agencies

Transportation Context:
- Infrastructure History and Future Options
- Traffic and Mobility
- Community and Access
- Complete Streets

Environmental Context:
- Restoring Historic Marshlands
- Protecting Threatened Environments and Species
- Analyzing Sea Level Rise Risk
- Flood Protection
SR 37 Stewardship Study

Applicants
UC Davis Road Ecology Center and Caltrans, District 4

Application Partners
Napa County & Southern Sonoma County Resource Conservation Districts
Sonoma Ecology Center
Sonoma Land Trust

Research Time Frame
March 2011 through May 2012 (14 months)
How Stakeholder Process Worked

- Established partnership with UC Davis Road Ecology Center to obtain TRB SHRP2 research grant funding.
- UC Davis brought in the four local partners to provide environmental perspective and provide credibility.
- Followed federal Eco-Logical model for setting up extensive early collaboration on corridors in sensitive environmental settings including resource and permitting agencies.
- Convened broad stakeholder group early in process and utilized neutral facilitator to lead meetings and provide continuous communications.
- Maintained an open process with out pre-set concepts or options to lay early groundwork for future project development.
Key Corridor Issues

- Key regional connector highway
- Traffic problems from growing demand and bottlenecks
- Extreme environmental sensitivity
- Sea Level Rise vulnerability
- Parts of route play role in flood protection
- Agricultural production
- Tourism and Raceway events
- Non-motorized access/Bay Trail
- Emergency response/Recovery Highway Route
<table>
<thead>
<tr>
<th>Segment</th>
<th>Description</th>
<th>Existing Facility</th>
<th>AADT 2008</th>
<th>AADT 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>US 101 (Novato) in Marin County to SR 121 (Sears Point) in Sonoma County</td>
<td>4-lane expressway</td>
<td>34,500</td>
<td>36,500</td>
</tr>
<tr>
<td>B</td>
<td>SR 121 (Sears Point) in Sonoma County to Mare Island (Vallejo) in Solano County</td>
<td>2-lane conventional</td>
<td>32,500</td>
<td>32,500 (34,500 at Walnut Ave, Vallejo)</td>
</tr>
<tr>
<td>C</td>
<td>Mare Island to I-80 Interchange in Solano County</td>
<td>4-lane expressway</td>
<td>63,000</td>
<td>38,500 (92,500 at Fairgrounds Drive, Vallejo)</td>
</tr>
</tbody>
</table>

Most prominent bottlenecks at SR 121 intersection and Mare Island where highway narrows to two lanes (Segment B).

Trucks: 4% (Novato) – 12.5% (Vallejo) of AADT
## Network Impacts

<table>
<thead>
<tr>
<th>Route</th>
<th>Segment Description</th>
<th>2035 AADT - Existing SR37</th>
<th>2035 AADT - Without SR37</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-80</td>
<td>I-780 to I-680</td>
<td>134,543</td>
<td>134,289</td>
<td>-0.2%</td>
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<tr>
<td>I-80</td>
<td>Caminches Bridge</td>
<td>161,253</td>
<td>177,593</td>
<td>10.1%</td>
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<tr>
<td>I-580</td>
<td>Richmond-San Rafael Bridge</td>
<td>100,770</td>
<td>148,259</td>
<td>47.1%</td>
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<tr>
<td>US-101</td>
<td>I-580 to SR-116</td>
<td>211,016</td>
<td>226,056</td>
<td>7.1%</td>
</tr>
<tr>
<td>SR-116</td>
<td>US-101 to Arnold Drive</td>
<td>41,049</td>
<td>42,135</td>
<td>2.6%</td>
</tr>
<tr>
<td>SR-121</td>
<td>SR-13 to SR-29</td>
<td>39,992</td>
<td>63,423</td>
<td>58.6%</td>
</tr>
<tr>
<td>SR-29</td>
<td>SR-13 to SR-221</td>
<td>52,357</td>
<td>55,149</td>
<td>5.3%</td>
</tr>
<tr>
<td>SR-12</td>
<td>SR-29 to I-80</td>
<td>41,569</td>
<td>42,617</td>
<td>2.5%</td>
</tr>
<tr>
<td>I-780</td>
<td>I-80 to I-680</td>
<td>84,334</td>
<td>80,203</td>
<td>-4.9%</td>
</tr>
</tbody>
</table>
Corridor Context: Wetlands and Agriculture

Highway 37 Corridor

North Bay Wetlands and Agriculture

Data for this map came from the California Spatial Information Library (CASIL), Bay Area Open Space Council, US Fish and Wildlife Service, Caltrans, and the Sonoma Ecology Center. The map was assembled by the Road Ecology Center.
Sea Level Rise Impacts

Map prepared based on USGS data (Knowles et al., 2010)
SR 37 Initial Alternative Concepts

A. No Highway Expansion

B. Expanded Footprint

C. Napa-Sonoma Causeway

D. Strategic re-alignment

E. San Pablo Bay Tunnel

Transit/rail options, tolling options, operational strategies would enhance any of the above scenarios.
“No Highway Expansion”:

Caltrans continues to manage the corridor with maintenance and repair activities and minor operational improvements (but no significant change in the footprint or capacity).
“Expanded Footprint”:

The height and width of the corridor through the marshes would double. The corridor would be expanded to 4 lanes to address current and projected future traffic volumes.
“Napa-Sonoma Marsh Causeway”:

The corridor (2 or 4 lanes) would be elevated onto a causeway across the tidal marshes (option 1) or across the San Pablo Bay (option 2) between Vallejo and Novato.
“Strategic co-alignment”:

The corridor would be re-aligned away from marshes & wetlands between Vallejo and Novato, with I-80 and 580 to the south, or with Highways 29 and 12/121/116 to the north.
“San Pablo Bay Tunnel”: The corridor would be routed through a tunnel at the shortest feasible distance between the Vallejo area and the Novato area.
Next Steps

• Caltrans recently approved $350,000 federal funding to continue stakeholder engagement process and further study SR 37

• Sonoma Land Trust $5 million grant for tidal marsh restoration and Bay Trail development

• Opportunity to coordinate transportation and restoration planning.

• There are no SR 37 projects in the current RTP

• CMA priorities inform RTP project listings and County Plans

• Opportunities for regional coordination – Plan Bay Area lists climate change and sea level rise as a focus areas for the next RTP
Questions & Discussion