SR 37 Corridor Issues and Constraints

Segment B:
- 2-Lane Capacity Constraint
- Low Vehicle Throughput: ~1,300 vehicles per hour in each direction
- Sea Level Rise Vulnerability
- SR 121 Intersection Operations
- Flooding
- Railroad Crossing East of SR 121

Segment C:
- Westbound Congestion Due to Lane Drop in Segment B: Weekday AM and Weekend Mid-Day
- Flooding
- Mare Island Interchange

Segment A:
- Eastbound Congestion Due to Lane Drop in Segment B: Weekday & Weekend PM
- Flooding
- Sea Level Rise Vulnerability
- Lakeville Hwy Intersection Operations

Corridor-Level:
- Environmental Sensitivity (Wetland, Tidal Marsh, Natural Habitat)
- Traffic Congestion: 7-Days a week
- Temporary Flooding and Road Closures
- Sea Level Rise Vulnerability and Permanent Inundation
Project Approach

• **California Coastal Commission Sea Level Rise Policy Guidance (2015) - Project Shall:**
  - Be designed to accommodate worst case SLR scenario
  - Minimize risks to other coastal resources
  - Allow for future adaptation

• **Use Best Available SLR Science in the Analysis**
  - Understand Timing of Sea Level Rise Impacts
    - Use SLR inundation maps to identify timing of impacts to highway and levees
    - Inform short and long-term adaptation strategy development
    - Consider permanent inundation versus temporary flooding

• **Traffic Forecast and Operational Analysis**
  - Near Term (2022)
  - Long Term (2040)
Flooding and SLR Solutions

Near-term to Long-term Solutions

**Drainage Improvements**
- SR 37 at Novato Creek
- SR 37 at Tolay Lagoon

**Shoreline Improvements**
- Port Sonoma at Petaluma River

**Levee Improvements**
- Petaluma River
- Novato Creek
- Tolay Creek
- Sonoma Creek

**Raise Roadway**
- Short-term: Mare Island
- Long-term: Corridor-wide + Restoration
Natural Adaptation Solutions

Small-scale Wetland Restoration
- Mitigate impacts of roadway widening
- Moderate wave attenuation
- Minor habitat improvements

Living Levee (mild, natural slope)
- Allows for habitat transition
- Reduces wave runup
- Lessen or eliminate need for armoring

Elevate Roadway on Causeway
- Increase hydrological connectivity
- Restore large contiguous parcels
- Help meet bay-wide environmental goals
- Moderate wave attenuation
Phase 1 – Corridor Plan

1. Data Collection and Assessment
   A. Supplemental Ground Survey to Confirm Critical Elevation
   B. Supplemental Traffic Data Collection
   C. ROW
   D. Levee Ownership

2. Corridor Plan
   A. High Level Framework
      i. Capacity Constraints
      ii. Sea Level Rise Vulnerability
      iii. Flooding Concerns
   B. A “No-Build” Assessment
   C. Phased Improvements
   D. Identify Priority Segment

Optional Task: Shoreline Protection Strategies for Up to 3 Locations
SR 37 Alternative Routes, I-80 to 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, I-580, SR 101, 116, 121, 12 and 29
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
Phase 2 – Alternative Development for Priority Segment

1. Identification of Potential Improvement Strategies
   A. 3-Lane Segment B w/Median Contra-Flow Lane/Express Lanes (Fixed/Movable Barriers)
   B. 4-Lane Segment B
   C. Toll Road Consideration
   D. Improve Travel Modes:
      i. Express Buses/Commuter Parking
      ii. Bus on Shoulder
      iii. Bicycle Facilities
   E. Interchange/Intersection Reconfiguration
      i. SR 37 & Mare Island
      ii. SR 37 at SR121, SR 37 at Lakeville Hwy
   F. Operational: ITS, Merge Improvements
   G. Sea Level Rise Adaptation

2. Detailed Analysis
   A. Traffic Operations
   B. Design
   C. Cost Estimates
   D. Environmental Screening
Financial Opportunities Analysis

• Consultant financial and policy resource expertise for the SR 37 Policy Committee
• Funded by all four participating North Bay Transportation Authorities
• Scope includes
  • Financial case studies (6) for similar facilities
  • Decision Making Finance Roadmap
    • Traditional
    • Public Private Partnership
    • Full Privatization
    • Bay Area Toll Authority Model
  • Toll revenue forecast
• Initial scope of work to be concluded May 2017
SR 37 DAA Schedule

Phase 1

1. Data Collection & Assessment
   April/May 2017

2. SR 37 Corridor Plan
   June/July 2017

Phase 2

3. Alternative Development for Priority Segment
   Oct/Nov 2017

4. DAA Documentation
   Dec 2017/Jan 2018
Thank you

scta.ca.gov/highway37