

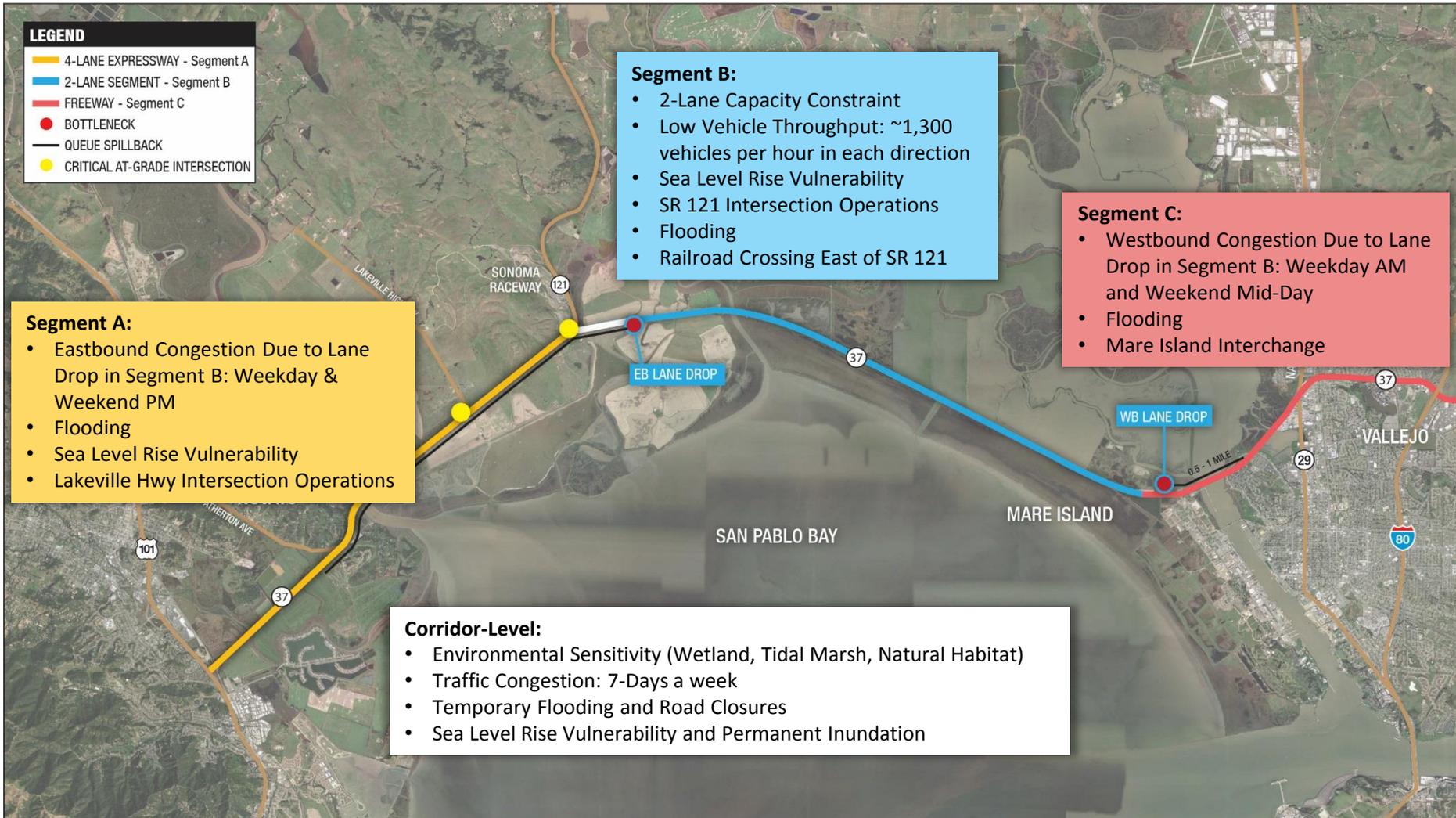
State Route 37 Design Alternative Assessment

Sonoma, CA - April 5, 2017



SONOMA COUNTY TRANSPORTATION AUTHORITY

SR 37 Corridor Issues and Constraints



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
 - Verify UC Davis/AECOM – SR 37 Integrated Traffic, Infrastructure and SLR Analysis (2016)
- 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

Scale of Action

Small-scale Wetland Restoration

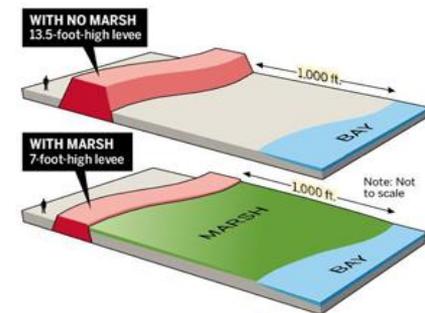
- Mitigate impacts of roadway widening
- Moderate wave attenuation
- Minor habitat improvements

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

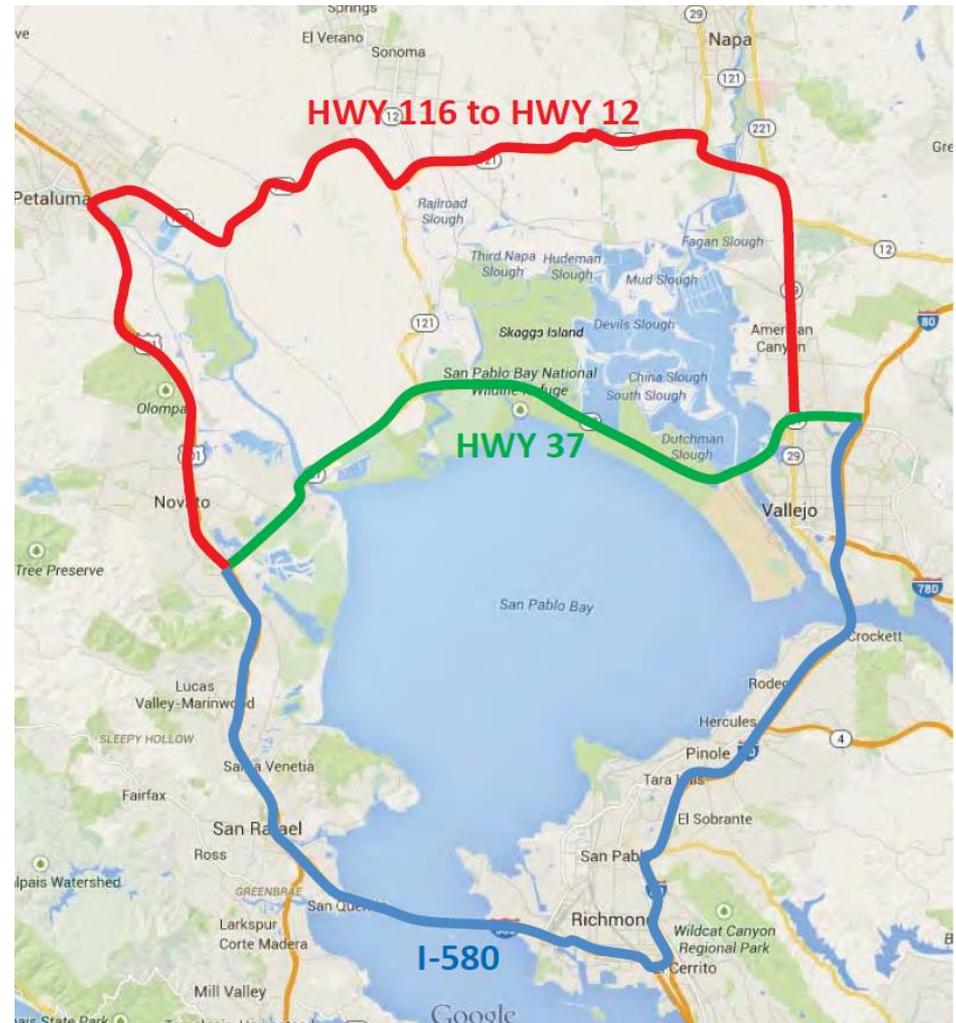
- A. High Level Framework
 - i. Capacity Constraints
 - ii. Sea Level Rise Vulnerability
 - iii. Flooding Concerns
- B. A “No-Build” Assessment
- C. Phased Improvements
- D. Identify Priority Segment

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



JOSÉ LUIS MOSCOVICH



RICHARD KERRIGAN



VICTORIA TAYLOR

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

