

RESILIENTSR37



M A R I N • S O N O M A

N A P A • S O L A N O





Potential 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, 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:

- Resilient SR 37
- Stakeholder Engagement