RESILIENTSR37

Resilient State Route 37
Program Report

March 2025 | Report No. 3

TABLE OF CONTENTS

I. PROGRAM HIGHLIGHTS 3

II. PROGRAM DELIVERY 6

A. Schedule 6

B. Public Communications & Outreach 8

With more than 40,000 vehicles traveling on it daily, California State Route (SR) 37 is essential to the San Francisco Bay region—particularly to the counties of Marin, Sonoma, Napa, and Solano.

The low-lying corridor experiences many challenges including chronic traffic congestion, a lack of public transit, vulnerability to storm-related flooding, and climate change impacts.

Drivers of the corridor, especially commuters from Solano County, face economic and quality of life impacts because of the long-term bottlenecks at SR121 and Mare Island, the lack of transit options, and the limited alternative routes.

SR-37 cuts through a mosaic of tidal and seasonal wetlands, important habitat for plants and animals both locally and migrating through as part of the Pacific Flyway. The wetlands can also reduce vulnerability to flooding and climate change. A nature-based buffer to sea level rise and extreme weather events for SR-37 as well as nearby urban areas, agricultural land, and other infrastructure. Climate change is causing greater and more frequent flooding of this critical transportation corridor, with most of SR-37 predicted to become permanently submerged by 2100.

In 2023, the Resilient SR-37 Program was expanded from a transportation agency collaboration (California Department of Transportation, Metropolitan Transportation Commission and the four North Bay Transportation Authorities of Solano, Napa, Sonoma, and Marin, and the Sonoma-Marin Area Rail Transit) to include the California Natural Resource Agency, California Department of Fish and Wildlife, Bay Conservation and Development Commission, the San Francisco Regional Water Quality Control Board, and the California State Transportation Agency as well as other participating agencies.

The Resilient SR-37 – Baylands Restoration and Transportation Partnership has been established to navigate these challenges; to design a corridor that supports equity, access, ecology, and climate change resilience. Advances have already been made to guide the design of the Resilient SR-37 transportation projects and baylands restoration.

The Resilient SR-37 Program is working on the development of corridor improvements to make this critical regional transportation corridor higher, safer, greener, and multi-modal. Specific projects in the program include ongoing flood prevention measures maintaining flood walls, drainage, culverts, and slide gates as well as deploying bladder floodwalls and portable pumps when needed.

The Program's initiatives are consistent with the California Adaptation Strategy, addressing interim and long-term projects that make critical quality of life improvements to North Bay communities while also enhancing resilience far into the future:

- Provide equitable transportation options for underserved communities, including improved traffic flow and the introduction of public transit
- Prioritize high-occupancy vehicles (HOV) lane and transit
- Enhance public access- to include recreation, as well bicycling and pedestrian local and through access
- Create ecological resilience across the surrounding environment, including time-sensitive ecological restoration at Tolay Creek and Strip Marsh East
- Advance the Novato Creek Bridge Replacement Project to remediate the most severe near-term flooding vulnerability along the corridor while advancing the first long-term sea level rise adaptation project
- Fully adapt the SR-37 corridor to sea level rise, including accommodation and collaborate on SMART rail line adaptation

I. PROGRAM HIGHLIGHTS

The purpose of this report is to summarize the progress of delivering the Resilient SR37 Program. The report covers November 1 to February 28, 2025.

Highlights / Milestones Completed	Current Activities / Upcoming Actions Needed
Sears Point to Mare Island Improvement Project	
• Circulated Draft Supplemental Environmental Impact Report and held a public meeting (includes Strip Marsh East and other project changes, public comment period ended Feb 3, 2025) • Submitted applications for CTC's SB1 funding opportunities: SCCP, TCEP and LPP • Completed 65% design package for Phase 1 (Tolay Creek Bridge Replacement and SR 121/SR 37 improvements) • Completed statement of qualification evaluation and interviews for Construction Manager/General Contractor (CM/GC) to improve design and construction planning, minimize environmental impacts, facilitate phasing of the project, and to mitigate known risks with early coordination with the contractor. Award to take place Spring 2025. • Continued to make progress on traffic and revenue analysis for tolling SR 37.	• Prepare response to public comments on Draft SEIR • Final Supplemental Environmental Impact Report (anticipated April 2025) • Complete 65% design for phase 2 and 3 (anticipated spring 2025) • Conduct evaluation for additional excavation needed at the Tolay Creek Bridge to accommodate planned restoration (anticipated spring 2025) • Equity Workshop and Public engagement (including proposed tolling) • Will run additional traffic and revenue analysis to account for equity considerations.
Fairgrounds Drive Interchange Project	
• Conducted groundbreaking ceremony in November 2024. • Awarded construction contract in December 2024. • Issued notice-to-proceed letter in January 2025.	• First working day of construction in March 2025.
Novato Creek Bridge Replacement Project	
• Submitted application for USDOT's Bridge Investment Program Grant Opportunity (August 2024).	• Complete Design by Spring 2026.

SMART Rail Service	
• Accepted into the FRA's Corridor Identification and Development Program. • Completed preliminary draft Project Study Report (PSR) in May 2024.	• Anticipate approval of the PSR in Winter 2025.
Highlights / Milestones Completed	**Current Activities / Upcoming Actions Needed**
Transit	
• Solano Transportation Authority completed the SR 37 Express Bus/Transportation Demand Management Plan (STA).	
Habitat Restoration Projects	

<u>Tolay Creek and Strip Marsh East</u>
• Caltrans biologists are analyzing the need for improved wildlife connectivity north and south of SR 37 at Sears Point Hill, Tolay Creek, and Strip Marsh East.
 	
<u>Novato Creek Baylands Strategy</u>
• Contracts with Marin County and SFEI were executed to support the development of the strategy.
• Workplan for the strategy has been completed.
• Initial discovery meetings with landowners and vested parties, including:
  • Novato Sanitary District, State Coastal Conservancy, US Army Corps of Engineers, Marin Audubon Society, MTC Bay Trail staff, Marin County, CDFW, State Lands Commission, SMART, BMK CSD, City of Novato, and Greenpoint Nursery.
• Letters sent to North Bay Tribes to inform them of the project and to solicit participation.
• Met with CA Department of Fish and Wildlife to discuss mitigation credit agreements and how the Strategy could support them in the Novato Baylands.
• Met with advisory team to discuss first draft of restoration opportunities and model setup.
	<u>Tolay Creek and Strip Marsh East</u>
	• The Tolay Creek Baylands Restoration Planning Project is in the process of engaging with landowners, collecting baseline data, and refining goals and objectives.
	• Strip Marsh East—LiDAR, topographic, and bathymetric surveys are underway this quarter to inform project design. Soil sampling is being undertaken to identify contaminants and characterize geotechnical properties for construction. Bird monitoring will start together with collecting winter water levels and salinity monitoring. Reference sites have been identified to aid the analysis of monitoring data.
	
	<u>Novato Creek Baylands Strategy</u>
	• Additional discovery meetings with landowners including:
	  • Transportation Agencies (TAM, MTC, Caltrans, Marin County), PG&E, Marin/Sonoma Mosquito Abatement District.
	• Draft existing conditions and preliminary restoration alternatives sections of the strategy.
	• Complete set up of model and prepare it for multiple runs on various restoration scenarios.
	• Meet with the Advisory Team to share refined draft products and get initial feedback.

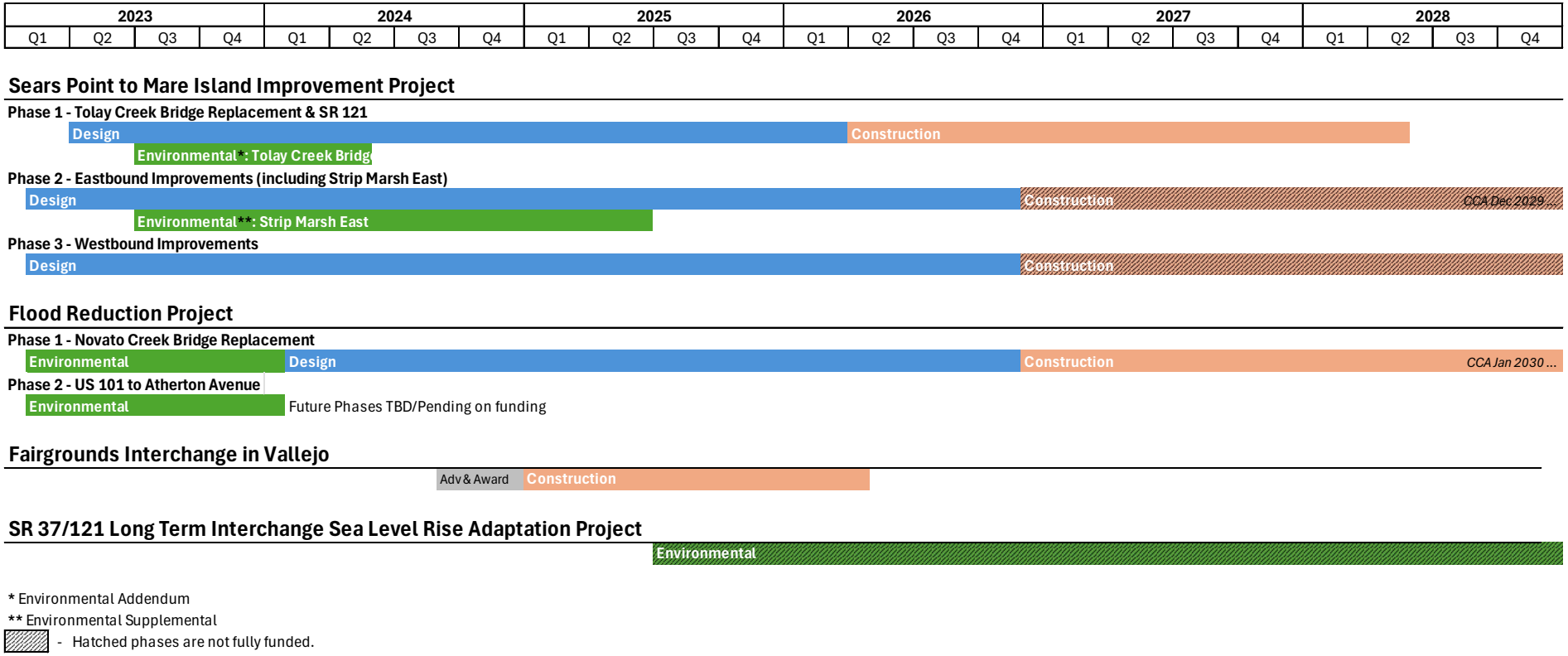
Green Stormwater Infrastructure for SR 37	
• Initial planning underway for discussing green infrastructure recommendations for SR 37.	• Planning for a focused technical workshop, which is targeted for late 2025.
Highlights / Milestones Completed	**Current Activities / Upcoming Actions Needed**
Program Management & Communications	
• Innovative Finance and Project Delivery-Completed baseline travel demand model for near-term project.	• Evaluate alternative tolling scenarios. Remainder of 2025. • Draft financial and funding plan targeted for Summer 2025. • Conduct international research in Summer/Fall 2025 to learn from similar projects how best to fund and deliver mega projects ahead of sea level rise.
Operations and Maintenance of Existing Corridor	
• 04-2K740 (Capital Maintenance – pavement rehabilitation in Marin County) completed design and is expected to begin construction in spring 2025. This project proposes pavement rehabilitation on SR 37 from the US-101 interchange to the Petaluma River Bridge.	• 04-0P760 (Pedestrian Enhancements) completed the design phase. This project provides Pedestrian Enhancements at Wilson Avenue and Fairgrounds Drive. Construction completion expected in Fall 2025. • 04-2Q500 (Petaluma River Bridge rehab) is expected to begin construction in fall 2025. • 04-4W830 (Clean California Fencing Project) is in the construction phase and completed improvements to the Mare Island interchange in fall 2024. Napa River Bridge and the Lewis Brown and Mini Drive OC construction completion expected in Spring 2026.

II. PROGRAM DELIVERY

A. Schedule

Project	Baseline Completion	Forecast Completion
Near-Term Transportation Projects		
Sears Point to Mare Island Improvement Project	Phase 1 (Tolay Creek Bridge and SR 121) – Summer 2027 Future Phases – 2029	Summer 2029
Fairgrounds Drive Interchange Improvement Project	July 2025	January 2026
Multimodal/Public Access Improvements		
Transit	Summer 2029	Summer 2029
Long-Term Transportation Infrastructure Projects		
State Route 37 Flood Reduction Project (Hwy 101 to Atherton – PEL Segment 2)	Phase 1 (Novato Creek Bridge Replacement) – Fall 2029 Future Phases – 2050	Phase 1 (Novato Creek Bridge Replacement) – Fall 2029 Future Phases – 2050
Long-term SR-37 SLR Adaptation Projects (Entire Corridor)	2050	2050
SMART Rail Service	TBD	TBD

Resilient SR 37 Program



* Environmental Addendum

** Environmental Supplemental

▨ - Hatched phases are not fully funded.

B. Public Communications & Outreach

Major Updates

The SR-37 Integrated Communications Team, comprised of all partnership agencies, continues to meet weekly. In February this team completed a first draft corridor-wide communications plan that will be implemented throughout the year and updated annually.

The communications team is currently developing strategies and materials to improve engagement for the corridor projects that will be included in the plan.

In addition, a hybrid public meeting was held virtually at the Vallejo JFK Library in January 2025 for the Sears Point to Mare Island Improvement Project – Draft Supplemental Environmental Improvement Report: Strip Marsh East Ecological Enhancement.

The following is a list of public meetings scheduled throughout the year:

Description	Date	Time	Location
Resilient SR37 Policy Committee Meeting	March 6, 2025	9:30am	Marin County, Hybrid
Resilient SR37 Policy Committee Meeting	May 1, 2025	TBD	TBD
Resilient SR37 Policy Committee Meeting	July 10, 2025	TBD	TBD
Resilient SR37 Policy Committee Meeting	September 4, 2025	TBD	TBD
Resilient SR37 Policy Committee Meeting	November 6, 2025	TBD	TBD