RESILIENTSR37

Resilient State Route 37
Annual Program Report

June 2025 | Report No. 4

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I. PROGRAM HIGHLIGHTS

The purpose of this report is to summarize progress made on the Resilient State Route (SR) 37 Program in the 2024/2025 fiscal year. During this period, major strides have been made to advance the delivery of transportation and restoration projects along SR 37 and the San Pablo Baylands.

The Fairgrounds Drive Interchange Improvement Project, which will improve traffic flow and bicycle and pedestrian access, began construction in Spring 2025. The near-term Sears Point to Mare Island Improvement Project is approaching 95% design on the Tolay Creek Bridge Replacement and SR 121 improvements, which is the first construction package. California Department of Transportation (Caltrans) secured a construction manager/general contractor to help get this project to final design and construction in 2026, and the Program secured $73M to complete funding of the eastbound roadway improvements, which includes the Strip Marsh East enhancements.

Concurrently, the Novato Creek Bridge Replacement Project, the first SR 37 long-term sea level rise (SLR) project, has completed 65% design and secured the remaining funding needed to complete its funding plan. An addendum to the Planning and Environmental Linkages Study was completed to prioritize the subsequent SLR projects. Following this addendum, funding was identified to begin environmental analysis and preliminary engineering for the long-term SR 121 interchange and Tolay Creek Bridge.

Planning for the Tolay Creek and Sonoma Creek Baylands Restoration is in the works, including key scientific studies which will inform project design.

Additionally, Program partners made additional commitments to expand the ecological value of the near-term improvements and to expedite delivery of the long-term projects along with advanced mitigation to support landscape scale restoration of the San Pablo Baylands.

Highlights / Milestones Completed	Current Activities / Upcoming Actions Needed
Sears Point to Mare Island Improvement Project	
• Circulated a draft Supplemental Environmental Impact Report (SEIR)/Environmental Assessment (EA) (includes Strip Marsh East and other project changes) in December 2024. Updated the draft based on public comment. • Submitted applications for CTC's SB1 funding opportunities: SCCP, TCEP, and LPP. • Conducted two workshops to evaluate long-term and short-term improvement at SR 37/121 intersection and Tolay Creek Bridge Replacement in fall 2024 with the project team and regulatory and resource agency partners and identified additional ways to support early ecological enhancements. • Continued to make progress through 65% design towards 95% design package for construction package 1 (Tolay Creek Bridge Replacement and SR 121/SR 37 improvements). • Completed 65% design package for	• Complete the final SEIR/EA. • Complete 95% design for construction package 2 (anticipated late 2025). • Conduct evaluation for additional excavation needed at the Tolay Creek Bridge to accommodate planned restoration (anticipated summer 2025). • Conduct public engagement (including proposed tolling) planned for summer and fall 2025. • Run additional traffic and revenue analysis to account for equity considerations.

Construction Package 2 (eastbound roadway improvements and the Strip Marsh East ecological enhancement). • Selected and awarded Kiewit Infrastructure West Co as the Construction Manager for the project. Construction Manager/General Contractor (CM/GC) CM/GC will improve design and construction planning, minimize environmental impacts, facilitate phasing of the project, and mitigate known risks with early coordination with the contractor. • Conducted two workshops with partner agencies regarding projects considerations of and improvements to quality of life for communities in the North Bay and more broadly for travelers along SR 37. • Continued to develop the draft traffic and revenue analysis for tolling SR 37, completing the baseline information of the project's impact on vehicle trips and beginning to estimate toll revenues needed for development of the toll ordinance and discount program.	
Fairgrounds Drive Interchange Project	
• Conducted groundbreaking ceremony in November 2024. • Awarded construction contract in December 2024. • Began construction (first working day) in March 2025.	• Construction underway, anticipated to be completed by Spring 2026.

Novato Creek Bridge Replacement Project	
• Submitted an application for USDOT's Bridge Investment Program Grant Opportunity (August 2024). • Completed 65% design in Spring 2025. • Fully-funded the project.	• Complete Design by Spring 2026.
Highlights / Milestones Completed	**Current Activities / Upcoming Actions Needed**
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.
Transit	
• Advancing early planning of vanpools and microtransit as outlined in the Solano Transportation Authority (STA) SR 37 Express Bus/Transportation Demand Management Plan.	• Coordinate with county transit providers and consider travel demand data.
Habitat Restoration Projects	
<u>Tolay Creek Baylands Restoration Project</u> • Sonoma Land Trust (SLT) has received a grant of $1.2M from the San Francisco Bay Restoration Authority (SFBRA) for preliminary designs and environmental documents. • The restoration of Baylands north of SR37 requires a larger tidal channel, which will be facilitated by the lengthening of the Tolay Creek bridge and excavating roadfill under the bridge. <u>Novato Creek Baylands Strategy</u> • Discovery meetings with landowners and vested parties, including: ▪ Novato Sanitary District, State Coastal Conservancy, US Army Corps of Engineers, Marin Audubon Society, Metropolitan Transportation Commission (MTC) Bay Trail staff, Marin County, California Department of Fish and Wildlife (CDFW), State Lands Commission, SMART, Bel Marin Keys Community Services District, City of Novato, Greenpoint Nursery, PG&E, Pattern Energy, and SMART.	<u>Tolay Creek Baylands Restoration Project</u> • SLT has engaged with the adjacent landowners to explain the project's goals. While they are not part of the present project footprint, they will be informed of the project's progress and findings. • The project is collecting baseline data, setting up hydrodynamic and groundwater models, and defining goals and objectives. • Once the initial data has been collected, restoration alternatives will be developed and evaluated with the guidance of a technical review committee. <u>Novato Creek Baylands Strategy</u> • The final discovery meeting was held with Marin/Sonoma Mosquito Abatement District. • The draft existing conditions section of the strategy is being prepared. • Preliminary restoration alternatives have been developed to be included in the hydrodynamic model.

• Sent letters 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.	• Set up the hydrodynamic model with initial runs on the first restoration scenario. • Meet with interested parties in late June to share the restoration alternatives and initial model runs to inform them of the status of the project and to get feedback. • Meet with the Technical Advisory Team in late summer to share full and partial restoration alternatives, present model results, and to get critical review.
Highlights / Milestones Completed	**Current Activities / Upcoming Actions Needed**
Green Stormwater Infrastructure for SR 37	
• MTC has contracted with San Francsico Estuary Institute to explore the possibility of using green infrastructure to meet stormwater permitting requirements for SR 37. • The San Francsico Estuary Partnership is supporting the Institute in the planning efforts and is convening meetings to help plan the workshop that will explore this topic.	• Plan for a focused technical workshop to investigate opportunities for GSI for SR37. Information on stormwater requirements for SR37 is being collected by the team. The workshop will occur in late 2025.
Program Management & Communications	
• Innovative Finance and Project Delivery – Clarifying assumptions for financing and funding opportunities for long-term SLR adaptation projects.	• Draft financial and funding plan targeted for winter 2025. • Conduct international research in 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 the design phase and has begun construction. 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 and has begun construction. 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 OVERVIEW

A.Program Description

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. 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. SR-37 cuts through a mosaic of tidal and seasonal wetlands, which are some of the last, best natural habitat for plants and animals in the entire region. The proximity of the existing roadway and wetlands is in some ways a constraint to both—with the presence of sensitive habitat limiting multimodal improvements along the existing corridor, and the roadway limiting ecological connectivity and the restoration of the historic San Pablo baylands. However, as 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, the wetlands can serve as an interim defense against climate change. The Resilient SR37 – Baylands Restoration and Transportation Partnership has been established to navigate these challenges: to design a corridor that supports quality of life, access, ecology, and climate change resilience. Advances have already been made to guide the design of the Resilient SR37 transportation projects and baylands restoration.

With extensive input from stakeholders, the public, and regulatory agencies, Caltrans District 4 conducted the SR 37 Planning and Environmental Linkages (PEL) Study to identify a transportation vision, identify needs, and consider alternatives to address the present and future threats to this critical corridor. The PEL process was developed by the Federal Highway Administration to encourage an early and integrated approach to transportation planning and environmental review. The SR37 PEL was completed in 2022 and now informs project design, phasing, and delivery; minimizes duplication of effort; and streamlines environmental approvals and permitting.

Coordination has begun to develop an advanced mitigation credit agreement, to build off the North Bay Baylands Regional Conservation Investment Strategy (North Bay Baylands RCIS), which was produced by MTC, Caltrans, San Francisco Estuary Partnership, STA and was approved in May 2024.

The Resilient SR 37 program is working on the development of improvements to make this critical regional transportation corridor higher, safer, greener, and multi-modal. Specific projects in the program include:

Ongoing flood prevention measures:

- Maintain flood walls, drainage, culverts, and slide gates.

- Deploy bladder floodwalls and portable pumps when needed.

Near-term improvements:

- Improve traffic flow and peak travel times.
- Advance ecological restoration at Tolay Creek and Strip Marsh East.
- Provide equitable transportation options for underserved communities.
- Include a high-occupancy vehicle (HOV) lane and provide public transit.
- Reduce vehicle miles traveled.

Long-term improvements:

- Replace Novato Creek Bridge as the first phase of PEL implementation.
- Fully adapt SR37 to sea level rise.
- Accommodate the SMART rail line.
- Create ecological resilience across the surrounding environment.
- Enhance public access, including developing the Bay Trail as a dedicated bike/pedestrian facility along the SR 37 causeway.
- Provide safe mobility for bicycles and pedestrians.
- Complete the Bay Trail along the SR 37 Corridor.

Figure 1 - Transportation Corridor Improvements

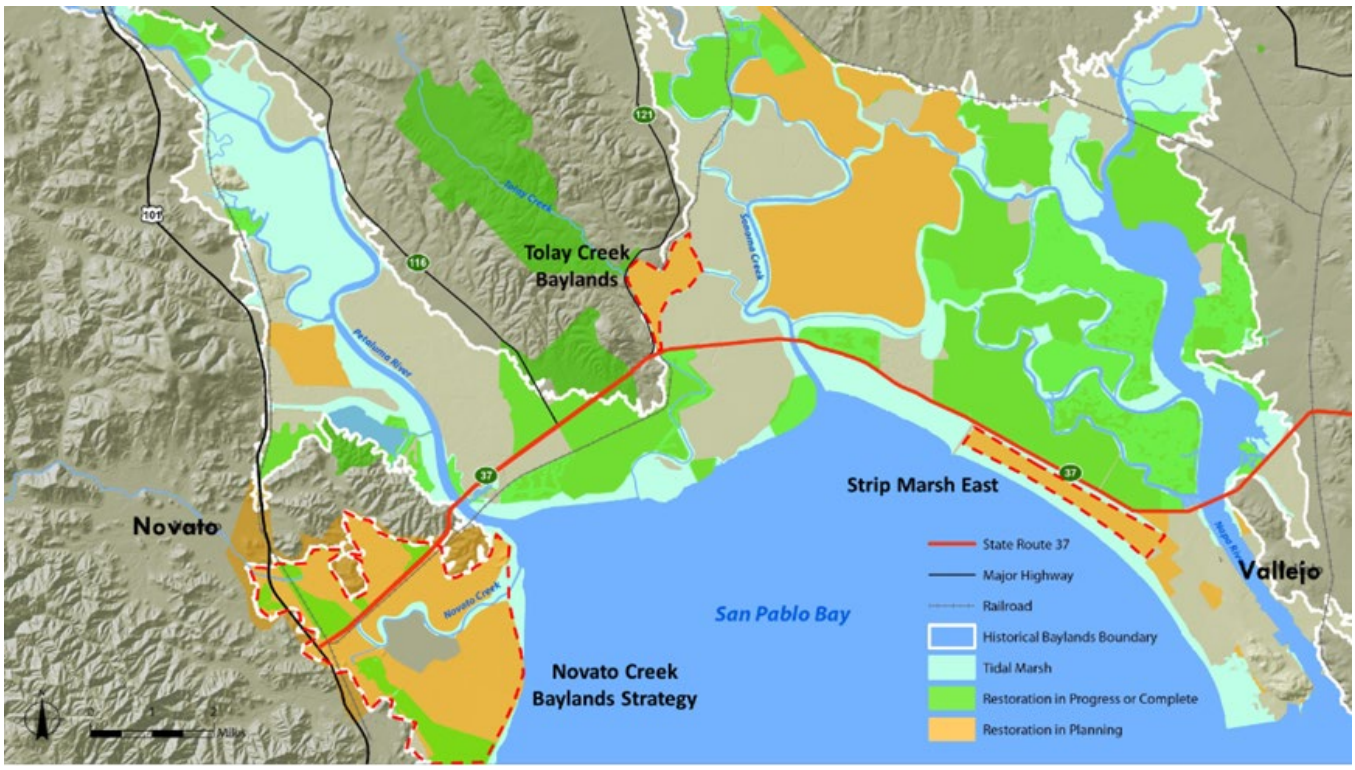


Figure 2 - Landscape-scale Restoration Opportunities

B. Governance and Partnership Structure

The Partnership structure that was established in early 2024 (see Figure 3 below) has been serving the project well.

New members have joined the seasoned veterans on the Policy Committee, and they continue the quarterly meetings to hear status reports from the project team, hear from the public, and give guidance.

The Leadership Committee has met regularly and used the Partnership structure to address several key issues such as quality of life for commuters; obtaining commitment letters from Caltrans, MTC, and CDFW related to advancing the long-term project; permitting timelines and approach; and funding support through advocacy at the state level.

The Partnership is helping to:

- Ensure efficient, effective, and timely communication and coordination across government agencies and community groups.
- Address quality of life issues.
- Support the development of and advocacy for grant proposals and future funding needs.

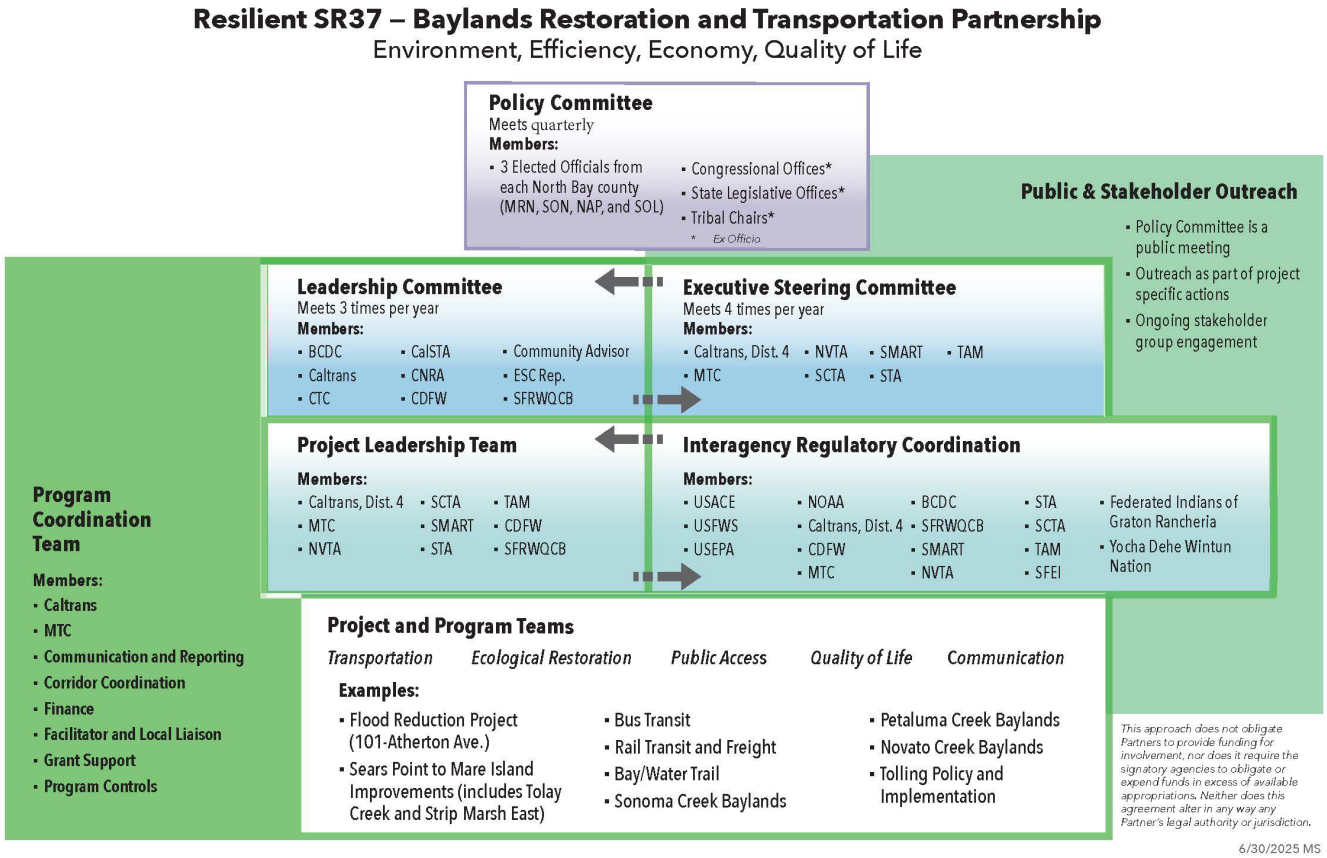


Figure 3 - Resilient SR37 – Baylands Restoration and Transportation Partnership structure

C. Program Funding

High level Program funding status table, more detailed budget and funding status are provided in specific project summaries:

Project	Scope	Project Delivery			
		Environmental	Design	ROW	Construction
NEAR-TERM TRANSPORTATION PROJECTS					
Sears Point to Mare Island Improvement Project (SPMIIP)	Project will improve traffic flow and reliability through construction of an HOV lane in the east and westbound directions between Sears Point to Mare Island. The project also includes the introduction of public transit along SR-37, public access improvements, and early ecological enhancements to support time-sensitive baylands restoration. The project is being phased to maximize funding opportunities and facilitate project delivery.				
	Package I – Tolay Creek Bridge & SR 121 Intersection Replacement of Tolay Creek Bridge and SR-121 Intersection improvements.	●	●	●	●
	Package 2 & 3 – Remaining roadway improvements and habitat restoration See project summary for additional detail.	●	●	●	◖
Fairgrounds Drive Interchange	Project will provide roadway and intersection improvements along portions of Fairgrounds Drive as well as a new diverging diamond interchange (DDI) design in the City of Vallejo.	●	●	●	●
LONG-TERM SEA LEVEL RISE TRANSPORTATION PROJECTS					
State Route 37 Flood Reduction Project Hwy 101 to Atherton – PEL Segment 2	The first long-term SR-37 SLR Project addressing the portion of SR-37 most vulnerable to existing flooding, to be constructed in two packages:				
	Package 1 – Replace the Novato Creek Bridge.	●	●	●	●
	Package 2 – Build remaining portions of the causeway from US 101 to Novato Creek Bridge and from Novato Creek Bridge to Atherton Avenue.	●	◖	○	○

Long-term SR-37 SLR Adaptation Projects (Remaining Segments)	The remaining long-term SR-37 SLR Projects, Segments 1, 3-8.	○	○	○	○
SMART Rail Service	Evaluating modification to and expansion of East-West rail service across San Pablo Bay.	○	○	○	○
Project	Scope	Project Delivery			
		Environmental	Design	ROW	Construction
HABITAT RESTORATION					
Tolay Creek Baylands Restoration Planning	The Tolay Creek Baylands Restoration Planning Project aims to restore 337 acres of baylands and alluvial fan made possible by the lengthening of the Tolay Creek Bridge in the SPMIIP. These restored baylands will connect the Bay to the Tolay Creek Watershed.	◖	○	○	○
Strip Marsh East Enhancement	Strip Marsh East enhancement is a nature-based solution located south of SR-37 in Solano County that restores tidal drainage and enhances marsh habitat. It will minimize SR-37's vulnerability to climate-change-induced flooding while improving habitat for marsh dependent species, including threatened and endangered species.	Included in Sears Point to Mare Island Improvement Project			
Novato Creek Baylands Strategy	Raising SR37 for the Flood Reduction Project removes a significant barrier to restoring the diked baylands in the Novato Creek watershed. The Novato Creek Baylands Strategy will develop a path to create a cohesive and functional landscape once the road is raised that meets environmental, public infrastructure, and community and tribal needs. The Strategy will describe how the tidal marsh ecosystem can be restored to the maximum extent possible while maintaining flood protection. It will identify specific projects for individual parcels and work with landowners to accelerate the project development process. Similar strategies have been developed for the Sonoma Creek and Petaluma River Baylands and have already informed planning for SR37.	◖	○	N/A	N/A

MULTIMODAL/PUBLIC ACCESS					
Bus Service	The SR-37 Express Bus/TDM Plan explores four transit alternatives based on connectivity to other transit services, and first/last mile access. The report initially recommends vanpool options for this corridor because of reduced startup costs and the flexibility of reaching multiple destinations. The report includes a detailed phased and tiered service plan that includes route alignments, stop locations, equipment needs, contractual arrangements with partner agencies (e.g., use of San Rafael Transit Center), alternative transit options, capital procurement, Green House Gas (GHG) and Vehicle Miles Travel (VMT) impacts.	○	○	○	○
Bay Trail/Water Trail	Improve and complete the SF Bay and Water Trails across San Pablo Bay.	◖	○	○	○
Bicycle Connectivity	Improve bike access along San Pablo Bay/SR-37.	◖	○	○	○

KEY

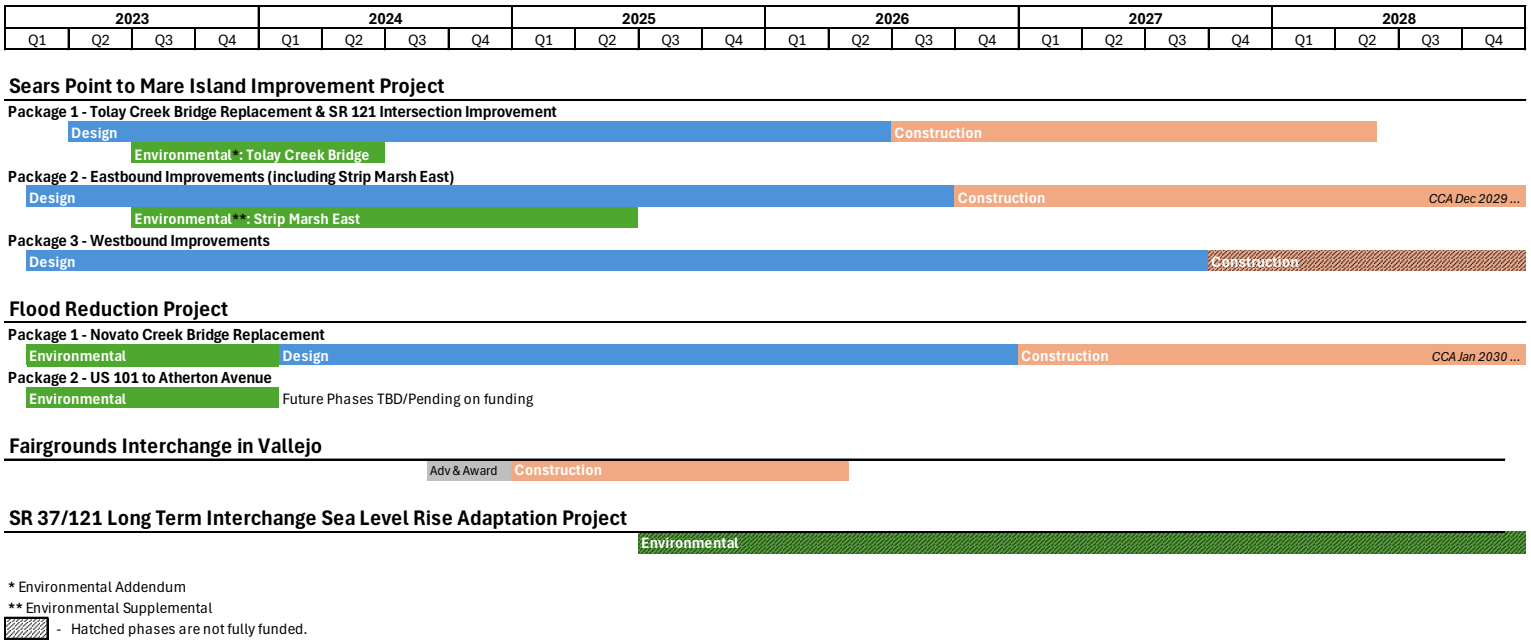
● Funded ◖ Partially Unfunded ○ Unfunded

III. PROGRAM DELIVERY

A. Schedule

Project	Baseline Completion	Forecast Completion
Near-Term Transportation Projects		
Sears Point to Mare Island Improvement Project	Package 1 (Tolay Creek Bridge Replacement and SR 121 Intersection Improvement) – Q3 2026 Package 2 (Eastbound Improvements & SME) – Q4 2026 Package 3 (Westbound Improvements) – Q4 2027	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)	Package 1 (Novato Creek Bridge Replacement)- Fall 2029 Future Construction Packages- 2050	Package 1 (Novato Creek Bridge Replacement) - Fall 2029 Future Construction Packages- 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. Program Management

Planning and Environmental Linkages prioritization of ultimate project:

i. Description of PEL and phases –

Caltrans produced the Planning and Environmental Linkages (PEL) PEL Study to assess the long-term sea level adaptation needs for SR-37.

The SR-37 PEL balanced consideration of transportation needs (including bicycle, pedestrian, transit, and rideshare) with protecting and enhancing sensitive marshland habitats.

The PEL Study identified a recommended alignment along the existing SR-37 corridor that could be delivered as eight separate segments. It gave a preliminary and flexible framework with which to transition from the PEL to the next phase of project delivery, the environmental analysis, and project report.

The PEL Study included an Implementation Plan with cost estimates for construction. As total construction cost for the 21-mile corridor was estimated to be well over $10 billion in year-2022 dollars, the Implementation Plan also included a phasing approach, which identifies eight corridor sections, each with logical termini and independent utility. The Implementation Plan called for future consideration of the priority of these eight sections.

ii. Approach to prioritization –

The Program is working to prioritize the eight sections, an important part of a funding and delivery strategy for the long-term adaptation program. Through a PEL addendum, the Resilience SR37 team aims to achieve broad agreement on prioritization criteria and the application of those criteria using a multi-layered, collaborative process which is similar to but smaller in scale than the process used for the SR-37 PEL Study itself.

iii. Next steps

Caltrans will hold meetings with a technical working group and interested parties to develop the criteria and the project sequence that is to be completed in 2024.

C. Operations and Maintenance of Existing Corridor

Upcoming projects:

- Marin-37 Capital Preventative Maintenance Project – Paving project between US-101 and Petaluma River Bridge. Project has begun construction and is expected to complete in 2026.
- Marin-37 Petaluma River Bridge Rehabilitation Project – Bridge rail replacement and resurfacing project. Project is currently in design phase and is scheduled to begin construction in 2025.

- Clean California Fencing Project – Fencing additions have been completed at the Mare Island interchange. Lewis Brown and Mini Drive OC locations to be completed in 2026.

D. Quality of Life Considerations

The Resilient SR37 Partnership structure aims to ensure that communities are elevated. To that end, quality of life is one of the five pillars in the Partnership structure; it will be a standing item in quarterly reporting and a standing item on Policy Committee agendas. In addition, working with the community through project development will be an integral part of addressing concerns, hearing perspectives, sharing information, and developing policy and project level analysis about equity impacts.

The follow are engagement efforts related to equity this quarter:

- MTC and Caltrans held a briefing with CTC Commissioner Jay Bradshaw (February 2024) as a follow up to the CTC hearing on tolling.
- MTC and Caltrans attended a meeting of the Solano Transportation Authority Equity Working Group (February 2024 and June 2025) and presented on the Resilient SR37 program and tolling policy.
- MTC and Caltrans provided a briefing to the Leadership Committee Advisors Alexis Lantz (Caltrans HQ) and Phoenix Armenta (BCDC) (April 2024).
- MTC and Caltrans held several meetings with tribal leaders from Yocha Dehe and Federated Indians of the Graton Rancheria.

The Leadership Committee includes a role for advisors to support analysis of program development and advise on the manner in which projects are being envisioned.

As the Resilient SR37 Program advances, equity assessment will be particularly critical in the following policy areas:

Tolling

Tolling is a unique funding tool that helps pay for projects, supports carpooling and transit, and reduce vehicle miles traveled. On SR 37, toll dollars will help finance near- and long-term improvements, including converting the existing lane in each direction between Mare Island and Sears Point to a carpool lane (which will be toll-free for qualifying vehicles) and converting the existing shoulders to new traffic lanes (which will be tolled electronically). Toll collection will not begin until the new lanes are open for traffic, until bus service between Vallejo and Marin County is established, and until a toll discount program for lower-income drivers is in place.

Toll rates for regular two-axle cars and trucks traveling Highway 37 between Mare Island and Sears Point are expected to be like those on the Bay Area's state-owned toll bridges, which will be $8 in 2025. Tolls on SR 37 may be collected in both the eastbound and westbound directions, in which case the toll rates would be set at half those on the state-owned bridges, where tolls are collected only in one direction.

Because the nature of commute patterns in the North Bay is tied to affordability of housing in the east and more job opportunities in the west, introducing tolling to SR 37 will require developing a

means-based toll policy, an evaluation of eligibility, and technical analyses of travel data and revenue collection.

Public Transit

Passenger rail, bus transit, vanpooling, and dynamic carpooling are all elements of the Resilient 37 program that can help increase mobility opportunities in the corridor, address equitable access, and reduce VMT. The following advancements in public transit and equity has occurred in this quarter:

- STA released an updated transit plan. The document addresses how providing new transit options will increase mobility for lower income residents in Solano County—in particular those who commute to Marin and Sonoma.
- A SMART Project Study Report is being prepared by Caltrans Division of Transportation Planning. This study will evaluate routes and services options for the corridor that will connect the SMART system in Novato to the Capital Corridor passenger rail system in Suisun.

Travel Time

Commuter profiles will be developed along with origin and destination analysis to better understand who is using SR37 and how improvements to the corridor will support an increased quality of life through reduced commute times. Linked to this is the integration and understanding of income, jobs, and housing data.

Economic Vitality

Community development on the eastern end of SR37 is an important equity issue in terms of economic vitality as is employer interest on the western side of the corridor.

E. Public Communications & Outreach

State Route 37 Integrated Communications Team (SR 37 ICT)

Agencies partnering in the development and the current operations and maintenance of SR 37 formed a team (or working group) to design and implement holistic and equitable communications and engagement strategies. These strategies will inform efforts to keep the route operating safely and upgrade it to be more resilient to challenges related to flooding, sea level rise and congestion.

The SR 37 ICT meets weekly on Wednesdays at 11 a.m. The standard agenda includes:

- Project Managers Update
- Legislative Update
- Caltrans County Public Information Officers Updates
- Status topics related to projects, presentations, and events

- Subcommittee on Visualization Report
- Agency Open Topics (Round Robin)

Development of the Corridor Communication Plan for State Route 37

The SR-37 ICT will be holding charette workshops to develop a corridor-wide communications plan for SR-37.

Two charettes have been identified, one will be held at the Transportation Authority of Marin (TAM) offices in Marin and the other at the STA offices in Solano. Elements of the communication plan being developed include:

- Identifying Communication and Engagement Challenges
- Risk and Expectation Management
- Using Visualization and Technology
- Branding
- Public Meetings, Events, Engagements, and Campaigns
- Educational Outreach
- Opening Public Information Center(s)
- Resources

Corridor Communication Plan

The Corridor Communications Plan will be updated regularly (bi-annual or annual) depending on decisions made in the charette workshops. Engagement plans, campaigns, events and individual media, and public and community outreach efforts will all be outlined in and implemented with this baseline document.

Legislative Engagement

Updates, Tours, and legislative input will be arranged through the SR-37 ICT. Agency Project Managers coordinate with the communications team weekly to put activities on the schedule and coordinate the development of any work product necessary.

Websites and Social Media Platforms

The SR-37 ICT directly coordinates the maintenance of the SR-37 websites on the Caltrans District 4 page and Resilient37.org by the SCTA. Social Media is maintained by each partner agency and is

also coordinated directly by the SR-37 ICT. Caltrans uses a Media Bar site to provide visual materials directly to the media to update stories.

Risk Management

Communication-based risks will be identified in the Corridor Communications Plan with the intention of having issues that potentially affect safety, budget, schedule, and scope included on individual projects and ultimately program risk registers. The risks are intended to be put through Monte Carlo Simulation, resulting in probabilities that help determine resource allocation for mitigation.

Upcoming Public Meetings

The following is a list of public meetings scheduled over the next six months:

Description	Date	Time	Location
Resilient SR37 Policy Committee Meeting	July 10, 2025	9:30am	Marin Board of Supervisors
Resilient SR37 Policy Committee Meeting	September 4, 2025	TBD	TBD
Resilient SR37 Policy Committee Meeting	November 6, 2025	TBD	TBD

F. Project Summaries

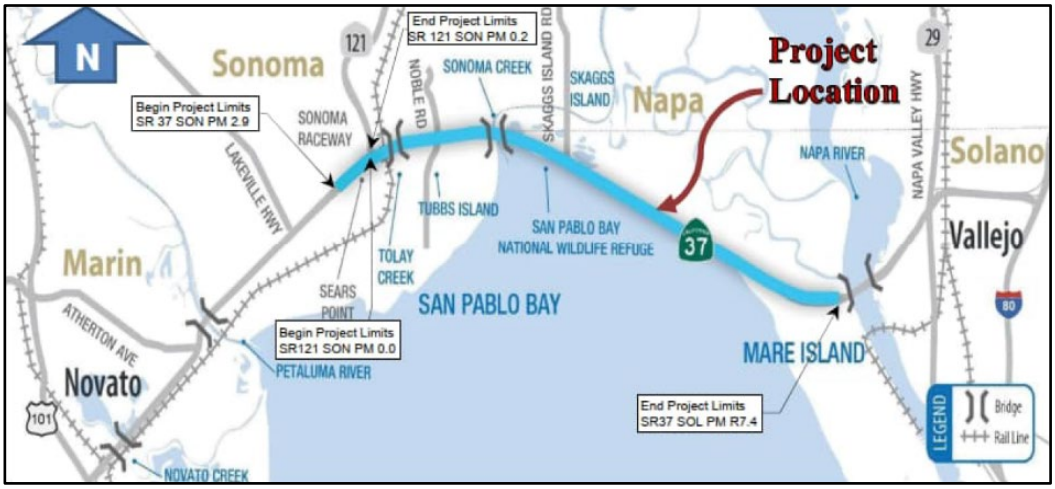
Sears Point to Mare Island Improvement Project

Sponsored by MTC and SCTA

Sears Point to the Napa River Bridge in Vallejo

Total Cost Estimate
$500M

Scheduled Completion Date
Summer 2029



Project Description

The purpose of the Project is to support transit service along the corridor, improve traffic flow and peak travel times, increase vehicle occupancy, enhance residents' quality of life, improve freight throughput, support multimodal travel, improve safety and public access, preserve and protect surrounding ecosystems, and improve corridor resilience against flooding in the near term.

This project converts the existing two-lane highway into a four-lane highway with an HOV lane in both directions to improve traffic flow, peak travel times, and increase vehicle occupancy. This includes the replacement of Tolay Creek Bridge and widening of the Sonoma Creek Bridge. Intersection improvements at SR-37 & 121, Noble Rd., and Mare Island will be made to accommodate. The marsh area adjacent to the highway, known as Strip Marsh East (SME), will be restored along with this project to improve the habitat. The project is in the Bay Conservation Development Commission's (BCDC) jurisdiction, and they will be providing public access improvements.

The project also proposes to introduce tolling in both directions in the general-purpose lanes. This work would include an open-road toll gantry, toll hub building, and CHP enforcement and observation facilities. Transit will be provided as a multi-modal option.

The project is being phased into multiple construction packages to maximize funding opportunities and facilitate project delivery.

Package 1—Tolay Creek Bridge & SR 121 Intersection—is advancing as a single independent construction package. SME will be developed as an independent work package after environmental clearance; additional detail is provided below. To better compete for grant funding, the project team is dividing additional work for the remaining roadway work into packages, including Package 2 for EB HOV lanes and Package 3 for WB HOV lanes.

Strip Marsh East

Strip Marsh East has provided both valuable habitat and a buffer to storms for SR-37. The Strip Marsh East project, funded by Caltrans, will establish effective tidal drainage of the strip marsh south of SR-37 and raise its elevations to improve the habitat and allow the marsh to accrete as sea levels rise. The 1,500-acre Strip Marsh East (SME) is a section of "centennial" marsh located bayward of Highway 37 in Solano County, California. SME extends from near Mare Island in the east approximately 3.5 miles, west to the intake channel for Ponds 1/1A, and varies in width from about 3,000 ft to 4,000 ft.

Over the past 20 years, this once-thriving high-elevation vegetated salt marsh has lost about 800 acres of vegetation due to excessive inundation resulting from highly inadequate drainage, which has converted this marsh into barren depressions that are losing elevation through consolidation and wind erosion. This marsh has both ecological functions for marsh-dependent plants and wildlife and it is the existing nature-based shoreline protection for Highway 37. Its degradation impairs these functions and ecosystem services. Creating high elevation tidal marsh platforms is a key focus of regional and national efforts to promote nature-based shoreline protection approaches in the face of climate change.

The approach involves eliminating obstructions to tidal drainage of impounded bay water and rainwater in the marsh. The primary component of tidal drainage improvement is the construction of a large tidal channel between the degraded, barren flats of SME and the existing intake channel to CDFW Ponds 1/1A. The other artificial tidal drainage barrier of the marsh is the old sidecast berm left over from the early 1950s construction of the intake channel. This berm would be lowered to allow unimpeded tidal exchange. Connecting this new tidal channel to the Pond 1/1A intake channel (instead of directly to San Pablo Bay) greatly reduces the likelihood that it will become clogged by wave-deposited sediment and debris from the Bay.

The design provides independent, stand-alone utility for enhancing habitats for many marsh-dependent species, including the endangered salt marsh harvest mouse and Ridgway's Rail, building marsh elevations over time, and sustaining the existing nature-based infrastructure protection of Highway 37.

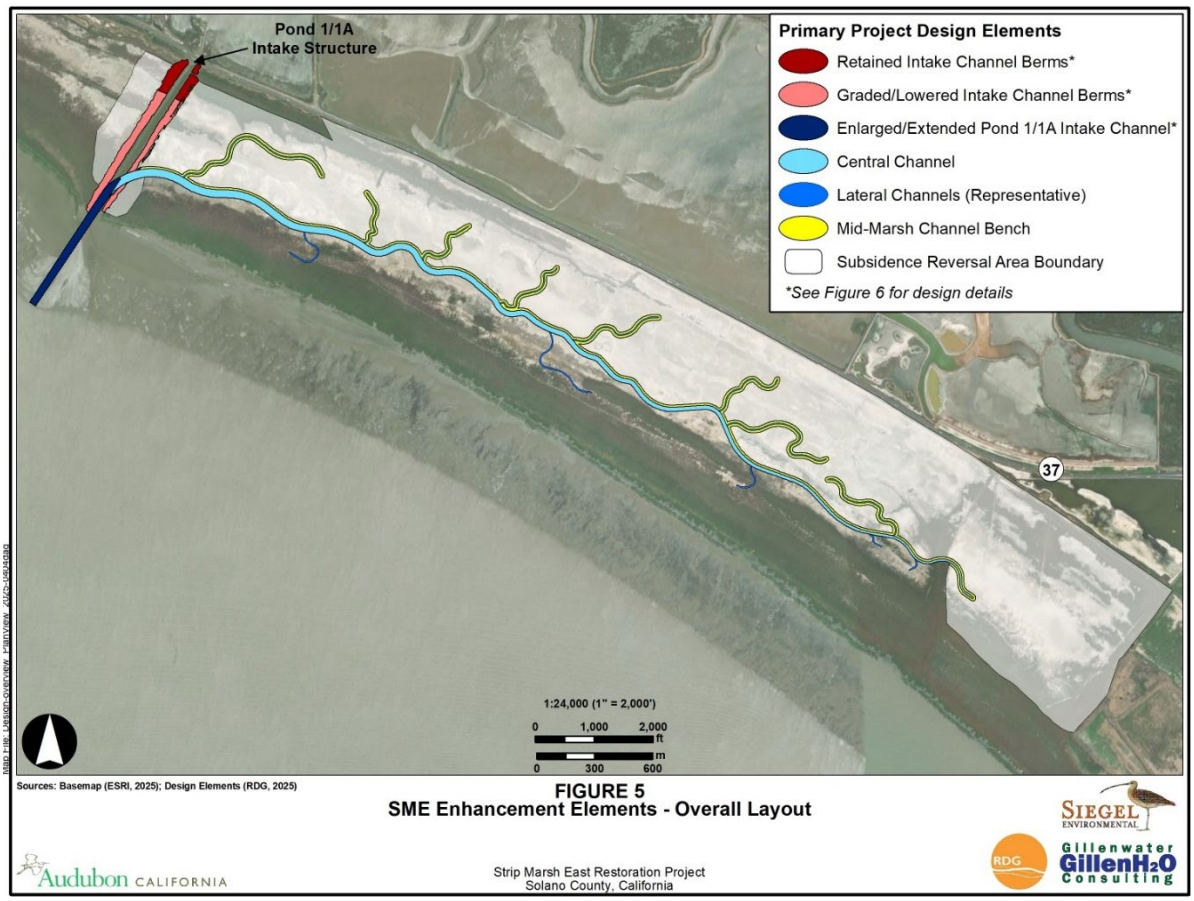


FIGURE 5
SME Enhancement Elements - Overall Layout

Strip Marsh East Restoration Project
Solano County, California

Project Highlights and Progress

- Projected range of potential habitat outcomes based upon outcomes of several nearby restoration sites, Oct 2024.
- Completed site soils initial screening data collection and laboratory analysis for on-site beneficial reuse, Dec 2024.
- Completed initial geotechnical site evaluation for construction feasibility considerations, Jan 2025.
- Completed hydrodynamic modeling of DSEIR designs, Feb 2025.
- Refined SME design to 30% Design Plans to incorporate wide range of technical, stakeholder, and community input, April 2025.
- Collection of surface water level and salinity data for the 2024-2025 inundation period.
- Collection of shorebird and waterbird use for the 2024-2025 inundation period.
- Held a series of technical and stakeholder engagement meetings throughout winter and spring 2025.
- The project team awarded Kiewit Infrastructure West Co as the CM/GC for the project. The first package will be the Tolay Creek Bridge Replacement, the second will be the eastbound improvements and SME restoration, and the third will be the westbound improvements.

Current Project Activities

- A Supplemental EIR/EIS for the Strip Marsh East restoration is targeted for August 2025.
- 95% design completion for Tolay Creek Bridge/SR121 Intersection construction package is anticipated for June 2025.
- 65% design completion for the overall project is anticipated for Summer 2025.
- Continue gathering technical and stakeholder input on SME design to prepare it for regulatory submissions.
- Prepare SME Draft Restoration Design Report.
- Continue working with regulatory and resource agencies around design and implementation specifics of SME, including completing the permit project description.
- Conduct further hydrodynamic modeling of the proposed design to assess channel geometries, sedimentation, hydrology at the CDFW Pond 1/1A intake structure.
- Update Design Plans following regulatory outcomes, to 65%, 95%, and 100%, and prepare associated construction approaches and engineers cost estimates. Timing will align with broader regulatory compliance activities.
- Assess shoreline erosion status for protection needs and identify feasible remedies in conjunction with a TAC and regulatory agencies.

Project Issues / Risks

- Project funding.
- SMART, CPUC and railroad coordination, and lead times.
- Right of Way acquisitions from U.S. Fish and Wildlife Services (USFWS) and CDFW and long lead time.
- Impacts on fully-protected species.
- Permitting and permitting requirements:
    (1) Permits may introduce seasonal restrictions that prolong construction schedules.
    (2) Mitigation costs may exceed budgeted amounts.
- CHP enforcement—ability to conduct effective enforcement.
- Tolling violations and leakage.
- Sea level rise guidance changes.
- FHWA coordination.

Project Cost & Funding

Sears Point to Mare Island Improvement Project Overall Cost and Funding

Fund Status	Fund Type	Project Component ($1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA	$8,000						$8,000
	SB 170	$1,000	$3,000					$4,000
	NHPP		$17,000					$17,000
	SHOPP					$3,400	$17,700	$21,100
	SHOPP (Future, Committed)					$6,200	$40,400	$46,600
	RM3	$1,000	$13,500		$1,000	$11,400	$23,100	$50,000
	OBAG 3			$1,000			$9,000	$10,000
	CTC LTCAP Grant					$5,000	$45,000	$50,000
	Federal Consolidated Appropriations Act						$1,100	$1,100
	USDOT PROTECT					$0	$20,000	$20,000
	SR 37 Tolls				$39,000	$3,900	$57,100	$100,000
Total Committed		**$10,000**	**$32,500**	**$1,000**	**$2,000**	**$22,900**	**$212,800**	**$281,200**
	CTC SB1 SCCP & TCEP Total (2024)	$0	$0	$0	$0	$15,000	$58,000	$73,000
	CTC SB 1 LPP-C (2024)	$0	$0	$0	$0	$0	$25,000	$25,000
	Future SB1/Other State/Federal Grants	$0	$0	$0	$0	$8,500	$65,700	$74,200
Total Uncommitted		**$0**	**$0**	**$0**	**$0**	**$23,500**	**$148,700**	**$172,200**
Package Total		**$10,000**	**$33,500**	**$1,000**	**$40,000**	**$53,400**	**$362,100**	**$500,000**

Package 1 – Tolay Creek Bridge Replacement and SR 121 Intersection Improvements (Fully Funded)

Fund Status	Fund Type	Project Component ($1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA							$0
	SB 170	$1,000						$1,000
	NHPP		$2,000					$2,000
	SHOPP					$3,400	$17,700	$21,100
	RM3	$1,000	$4,500			$4,500		$10,000
	OBAG 3						$9,000	$9,000
	CTC LTCAP Grant					$5,000	$45,000	$50,000
	Federal Consolidated Appropriations Act						$1,100	$1,100
	USDOT PROTECT							$0
	SR-37 Tolls							$0
Package Total		**$2,000**	**$4,500**	**$0**	**$0**	**$12,900**	**$72,800**	**$94,200**

Package 2 Eastbound Improvements

Fund Status	Fund Type	Project Component ($1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA	$4,000						$4,000
	SB 170		$3,000					$3,000
	NHPP		$7,500					$4,000
	SHOPP (Future, Committed)					$3,100	$20,200	$23,300
	RM3		$5,500		$500	$6,900	$23,100	$36,000
	OBAG 3			$500				$500
	CTC LTCAP Grant							$0
	Federal Consolidated Appropriations Act							$0
	USDOT PROTECT						$20,000	$20,000
	SR-37 Tolls				$39,000		$19,700	$58,700
Total Committed		**$4,000**	**$16,000**	**$500**	**$39,500**	**$10,000**	**$83,000**	**$153,000**
Uncommitted	SHOPP							$0
	CTC SB1 SCCP & TCEP Total (2024)					$15,000	$58,000	$73,000
	CTC SB 1 LPP-C (2024)						$25,000	$25,000
Total Uncommitted		**$0**	**$0**	**$0**	**$0**	**$15,000**	**$83,000**	**$98,000**
Package Total		**$4,000**	**$16,000**	**$500**	**$39,500**	**$25,000**	**$166,000**	**$251,000**

Package 3 Westbound Improvements

Fund Status	Fund Type	Project Component ($1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA	$4,000						$4,000
	SB 170							$0
	NHPP		$7,500					$7,500
	SHOPP (Future, Committed)					$3,100	$20,200	$23,300
	RM3		$3,500		$500			$4,000
	OBAG 3			$500				$500
	CTC LTCAP Grant							$0
	Federal Consolidated Appropriations Act							$0
	USDOT PROTECT							$0
	SR 37 Tolls					$3,900	$37,400	$41,300
Total Committed		**$4,000**	**$11,000**	**$500**	**$500**	**$7,000**	**$57,600**	**$80,600**
Uncommitted	SHOPP					$14,000	$32,600	$46,600
	Future SB1/Other State/Federal Grants					$8,500	$65,700	$74,200
Total Uncommitted		**$0**	**$0**	**$0**	**$0**	**$8,500**	**$65,700**	**$74,200**
Package Total		**$4,000**	**$11,000**	**$500**	**$500**	**$15,500**	**$123,300**	**$154,800**

Project Schedule by Package

Tolay Creek Bridge Replacement (Package #1)

Milestone	Date
Project Approval	6/28/2024
65% PS&E	12/2/2024
95% PS&E	10/8/2025
100% PS&E	12/7/2025
Ready-to-List	2/26/2026
Begin Construction	Fall 2026
Contract Acceptance	Summer 2028

HOV Widening (Package #2 & 3)

Milestone	Date
Project Approval	2/9/2023
65% PS&E	7/16/2025
95% PS&E	3/6/2026
100% PS&E	7/3/2026
Ready-to-List	8/7/2026
Begin Construction	Spring 2027
Contract Acceptance	Summer 2029

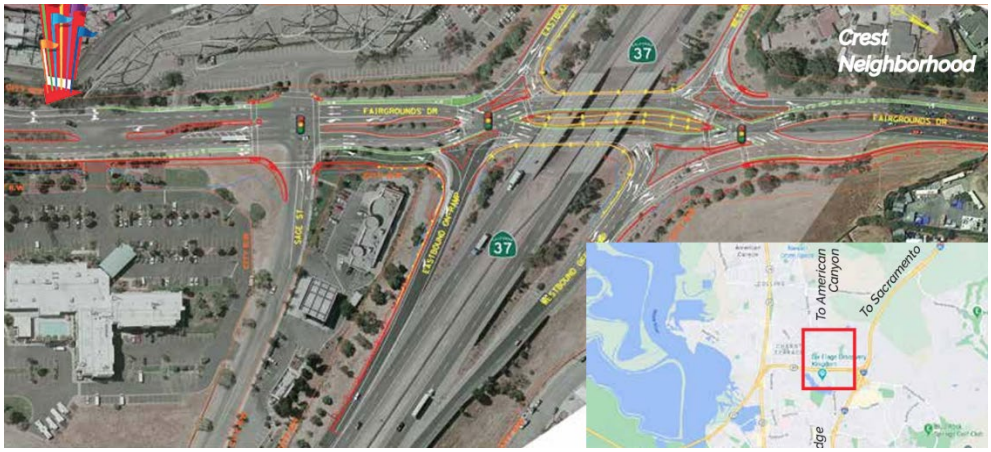
Fairgrounds Drive Interchange Improvement Project

Sponsored by STA

Fairgrounds Drive in Vallejo

Total Cost Estimate
$25.3M

Scheduled Completion Date
January 2026



Project Description

The project will provide roadway and intersection improvements along portions of Fairgrounds Drive and a new diverging diamond interchange (DDI) design in the City of Vallejo. The project is a surface transportation infrastructure project that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation. Fairgrounds Drive includes two 12-foot lanes, an 8-foot outside shoulder and a 2-foot median shoulder in each direction. The median is curbed and is generally 24-feet wide to accommodate left turn pockets at intersections. The existing sidewalks on both northbound and southbound Fairgrounds Drive under SR-37 will be relocated to the median and upgraded to a barrier-protected Class I facility. Two existing bus stops located at the SR-37 on-ramps and served by the County's transit operator, Solano County Transit (SolTrans), will be relocated to a consolidated site south of SR-37 along northbound Fairgrounds Drive.

Project Highlights and Progress

- In construction

State Route 37 Flood Reduction Project

Sponsored by Caltrans in partnership with Transportation Authority of Marin

Hwy 101 to Atherton

Total Cost Estimate

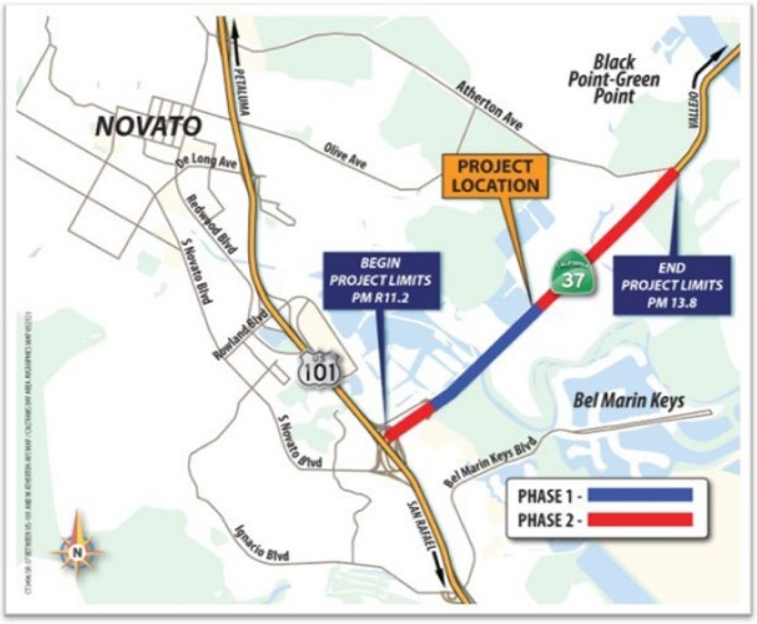
$180M (Package 1), $1.7B (Package 2)

Scheduled Completion Date

Fall 2029 (Package 1), TBD (Package 2)

Contract Description

Build Alternative: SR-37 Causeway – Build the causeway along SR-37 within the Project limits, constructed in two phases:



- Package 1 – Replace the Novato Creek Bridge
- Package 2 – Build remaining portions of the causeway from US 101 to Novato Creek Bridge and from Novato Creek Bridge to Atherton Avenue

The completed causeway will consist of four 12-foot-wide lanes, a 2-foot-wide median barrier, two 10-foot-wide inside shoulders, two 12-foot-wide outside shoulders, two 2-foot-wide outside barriers, and a 14-foot-wide Class I path with a 2-foot-wide barrier, resulting in a total roadway width of 114 feet.

Project Highlights and Progress

- Final Project Approval and Environmental Document achieved on January 31, 2024.

Current Project Activities

- 95% design completion anticipated by January 2026.

Project Issues / Risks

- PG&E
- Utility Relocation

Project Funding

Fund Status	Fund Type	Project Component ($1000)							Total
		Fiscal Year	PA&ED	PS&E	R/W Sup	CON Sup	R/W Cap	CON Cap	
Committed	SHOPP 201.999	18/19	$10,000			$5,000		$60,000	$10,000
	AB 178	23/24		$15,000					$15,000
	IIJA PROTECT	23/24			$100		$200		$300
		26/27				$25,000		$130,000	$155,000
	RM 3	26/27						$25,000	
Project Total			**$10,000**	**$15,000**	**$100**	**$30,000**	**$4,200**	**$211,000**	**$270,300**

Funding for Package 2 is still to be determined.

Project Cost

Package 1 of the project will cost a total of $270.3M, see table above for a breakdown.

Because Package 2 of the project has no certain funding timeline, we are assuming the project will be constructed by 2045, which will cost a total of $1.93B.

Project Schedule by Package

Project Milestones		Milestone Date (Month/Day/Year)
Program Project	M015	06/26/2019
Circulate DED	M120	08/10/2023
PA&ED	M200	01/31/2024
Project PS&E	M380	04/15/2026
RTL	M460	05/30/2026
Fund Allocation	M470	08/15/2026
Award	M495	03/31/2027
Approve Contract	M500	05/02/2027
CCA	M600	06/30/2029

Package 1 - Schedule

SMART Rail Service

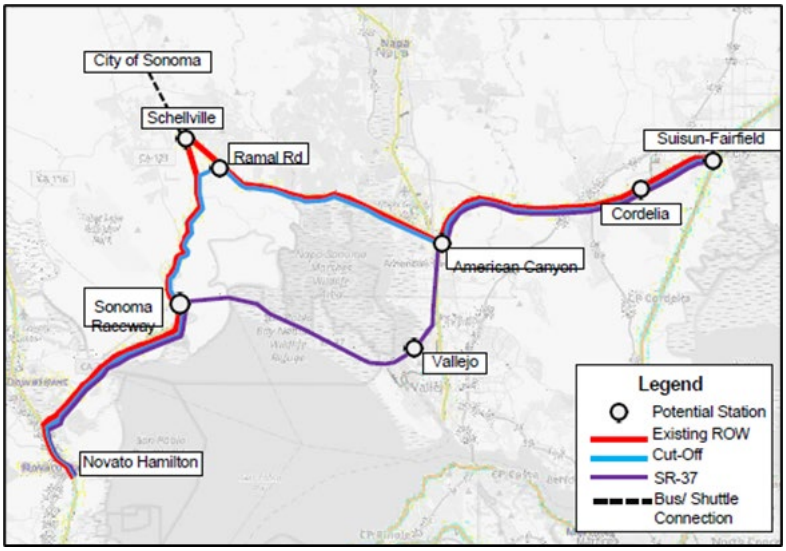
Sonoma Marin Area Rail Transit District

Sonoma and Marin Counties

Description

The existing SMART owned short-line freight railroad operates between Novato and Napa Junction in Napa County.

The future passenger rail service will run from Novato to Napa Junction and continue to the Solano County Hub (likely to be located at the existing Suisun-Fairfield Station), or to Sacramento. Caltrans Division of Rail Planning is leading a Project Study Report (PSR) exercise to evaluate route and service options in this corridor.



Alignment Options

Option 1 -Through Service to Sacramento on Cut-Off
Option 2 - Shuttle Service to Suisun-Fairfield on Cut-Off
Option 3 - Shuttle Service on Existing ROW
Option 4a - Shuttle Service on SR-37 Serving Vallejo
Option 4b - Shuttle Service on SR-37 Serving Vallejo; no double track on causeway
Option 5a - Shuttle Service on SR-37 with no Vallejo stop
Option 5b - Shuttle Service on SR-37 with no Vallejo stop, no double track on causeway
Option 6a - Through Service on SR-37 Alignment, all stops
Option 6b - Through Service on SR-37 Alignment, all stops; no double track on causeway
Option 6c - Through Service on SR-37 Alignment, all stops; double track on causeway

Status

- Caltrans Head Quarters Rail Planning is leading the effort of this project.
- The Project was added to the Federal Railroad Administration (FRA) Corridor Identification and Development Program.

Next Steps

- Complete the PSR in 2025.
- Prepare a Service Development Plan for the FRA Corridor ID Program.
- Identify funding sources for the next phases.

Funding

Project funding has not been identified. The Project is part of a $500K grant from the FRA as part of entry into the FRA Corridor ID Program. The Corridor ID process will inform future project cost.

Tolay Creek Baylands Restoration Planning Project

Sonoma Land Trust

North of the SR37 Tolay Creek Bridge

Total Cost Estimate

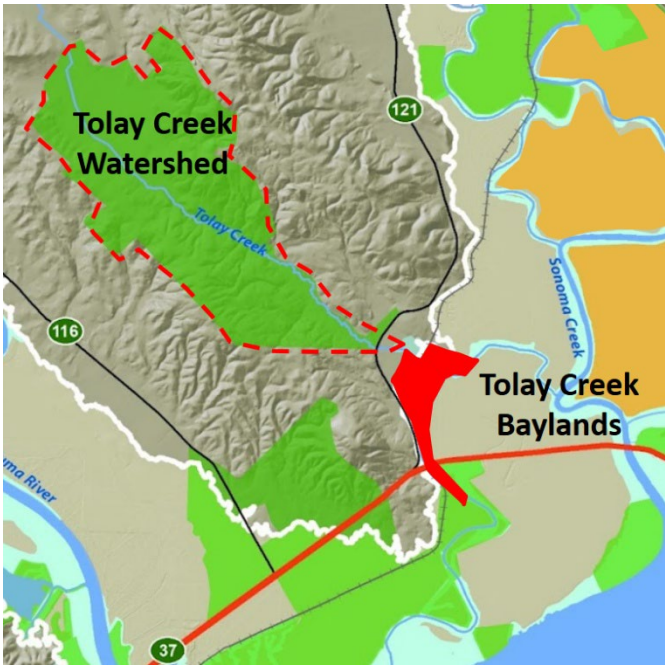
$1.2M (Planning)

Target Completion Date

TBD

Project Description

The Tolay Creek Baylands Restoration Planning Project is planning to restore 260 acres of baylands and alluvial fan made possible by the lengthening of the Tolay Creek Bridge in the SPMIIP. These restored baylands will connect the Bay to the Tolay Creek Watershed. There will also be benefits to downstream lands and waters outside the project area that will potentially benefit from or be impacted by increased tidal flows associated with the restoration of the project area.



The project area presents an opportunity to restore natural tidal wetland and creek functions by directly connecting diked and muted tidal wetlands with an adjacent alluvial fan and upland transition zone. This would be accomplished by selectively breaching or removing existing dikes, excavating tidal channels, potentially importing marsh fill, and selectively grading and revegetating.

Such bayland-upland connections are identified in the Baylands Ecosystem Habitat Goals Science Update (2015) as vital to building climate resilience both for habitats and species by providing sediment for marsh accretion, freshwater mixing, space for marsh migration, and a corridor for species to access diverse habitats. In order to restore this site prior to 2030, when sea level rise is expected to accelerate, planning and design for the project must begin immediately. The eventual restoration of the project area will greatly increase the volume of tidal flows in Tolay Creek under the SR37 Tolay Creek Bridge. Lengthening the Tolay Creek Bridge will accommodate the increased tidal flow and enable tidal wetland restoration in the project area.

The Tolay Creek Baylands Restoration Planning Project consists of conducting outreach and preliminary plan development; hydrodynamic and groundwater modeling; preparing engineering designs and environmental compliance documentation for restoration of tidal wetland, alluvial fan, and associated habitats; and examining opportunities for public access and improved flood protection. The project includes mapping and assessing existing access points, trails, and recreational opportunities, including Bay Trail integration relevant to restoration planning.

The project is led by the Sonoma Land Trust with funding from the State Coastal Conservancy.

Project Funding

Grant from the State Coastal Conservancy for $1,241,200 to plan for ecological restoration. Granted in February 2024.

Novato Creek Baylands Strategy

The tidal wetlands and diked Baylands of the Novato Creek, north and south of SR-37

Total Cost Estimate

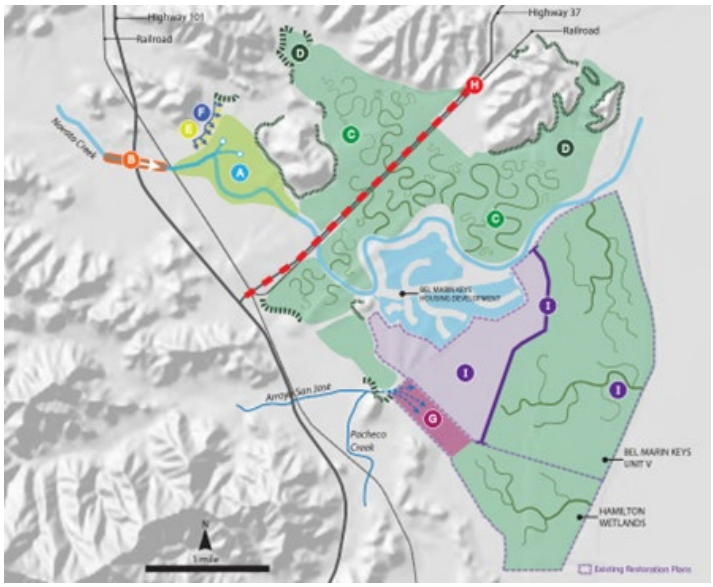
$410K (Planning)

Target Completion Date

TBD

Project Description

Raising SR-37 for the Flood Reduction Project removes a significant barrier to restoring the diked baylands in the Novato Creek watershed. The Novato Creek Baylands Strategy will develop a path to creating a cohesive and functional landscape once the road is raised that meets environmental, public infrastructure, and community and tribal needs. Similar strategies have been developed for the Sonoma Creek and Petaluma River Baylands and have already informed planning for SR37.



The Novato Baylands represents one of the largest remaining contiguous areas of diked historic marshes remaining in San Francisco Bay. Restoring these diked historical baylands of Novato Creek would serve to reduce flooding, increase resilience to sea-level rise, expand tidal marsh habitat, and reconnect large areas of existing tidal marsh habitat. Recent flood events and accelerating rates of sea-level rise, as well as upcoming changes to the State Route 37 corridor and potential changes to the SMART rail line, indicate that now is the time to move from visioning to more specific restoration design, planning, and implementation.

The Novato Creek Baylands Strategy will build on prior work, to bring together stakeholders to prepare an on the ground implementation plan by providing a deeper analysis of the ecological benefits, the goals of landowners, the feasibility of restoration opportunities, and the interaction with flood risk management actions that would benefit the Novato Creek watershed. Developing the Strategy will include working with tribes, landowners, land managers, and other stakeholders, possible protection of additional baylands, as well as collaboration with other major projects in the area, including MTC/Caltrans SR37 improvements, SMART improvements, State Coastal Conservancy/USACE Bel Marin Keys Unit V restoration project, and the County of Marin's Deer Island Basin Complex Tidal Wetlands Restoration Project.

Preparing an overall Strategy focused on feasibility and implementation will lay the groundwork for, and facilitate the funding, permitting, and restoration of, individual parcels or a combination thereof. In addition, it will better ensure that project sponsors will be working toward the same goal of restoring the complete tidal marsh ecosystem with necessary flood control components and protection of existing essential infrastructure. Anticipated long-term outcomes include: (1) increased resilience to sea-level rise and combined flooding; (2) increased tidal marsh habitat quantity and quality (including enhanced connectivity between bayland and upland habitats),

and (3) better coordination among stakeholders in the Novato Creek Baylands and beyond, including between tribes, government agencies, and community groups.

Project Funding

$410,000 from the EPA Infrastructure Investment and Jobs Act (IIJA).

Bus Service
Solano Transportation Authority

Description

There is no transit option available to travelers of SR37. However, as the primary link between US 101 to I-80 in the North Bay, SR37 connects job markets and housing within Marin, Sonoma, Napa, and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR-37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

California State Route 37 Express Bus /TDM Plan

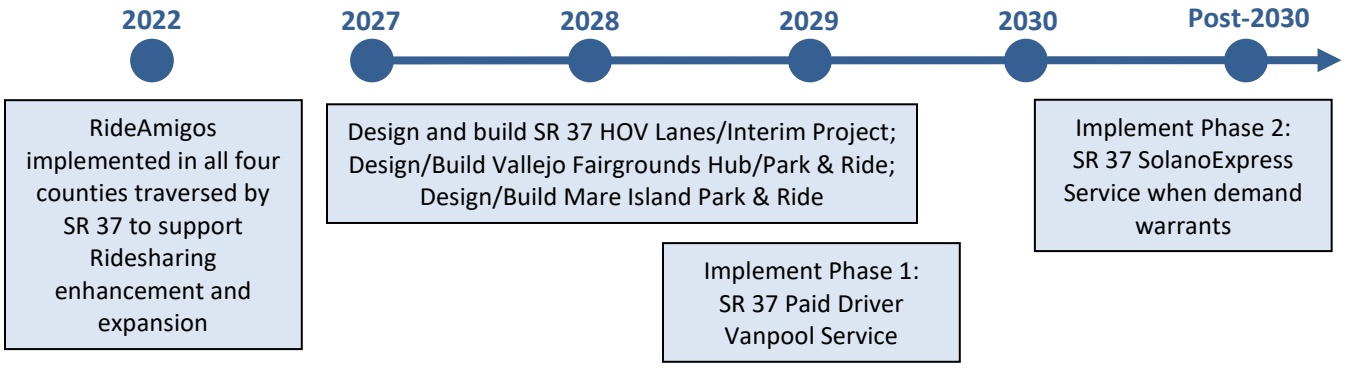
March 2024

The Express Bus/Transportation Demand Management report calls out a detailed phased and tiered service plan that includes route alignments, stop locations, equipment needs, contractual arrangements with partner agencies (e.g., use of San Rafael Transit Center), alternative transit options, capital procurement, Green House Gas (GHG) and Vehicle Miles Travel (VMT) impacts. The report recommends vanpool options for this corridor because of reduced startup costs and the flexibility of reaching multiple destinations.

Status

- STA completed its transit implementation plan in April 2024.
- Continue development of connections and determine transit operator.
- Develop mobility hubs, transit infrastructure and management, purchase assets.
- Secure long-term funding source

Next Steps
Implementation Timeline



Funding

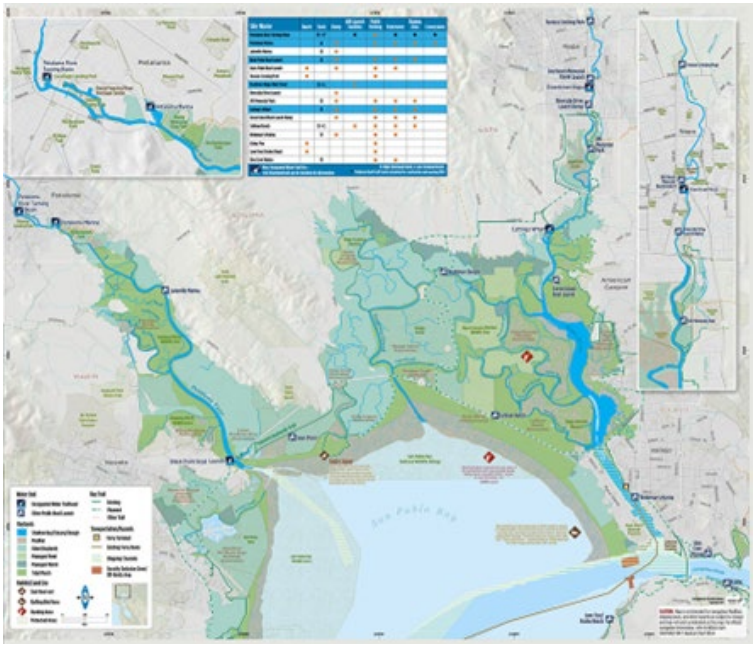
Funding of initial assets and three years of transit operations are funding upfront from the project. Long-term transit funding is being evaluated. Current options include toll funds and a regional measure, currently in development and under consideration.

Challenges/Risks

Funding transit operations that will meet existing and future transit demands. Establishing effective connections that minimize transfers, costs, and time and maximize reliability and efficiency.

Public Access
MTC/BCDC

There are few bicycle accommodations along the North Bay shoreline. In large part access is limited to the SR-37 shoulder. The shoulder is narrow in some locations and without a barrier from traffic.



Bicyclists are permitted on the shoulders of SR-37 along the non-freeway section between Lakeville Highway and Wilson Avenue/Sacramento Avenue and on the expressway section of SR 37 between US 101 to SR 121. One segment of bike lane is marked through the right-in right-out driveway intersection of SR 37 at Skaggs Island Road at Cullinan Ranch. Adjacent bicycle facilities include the SMART Trail, bike lanes on Atherton Avenue and Wilson Avenue, bike lanes on Sacramento Street, and the San Francisco Bay Trail

The San Francisco Bay Trail, currently more than 350 miles, connects communities to the San Francisco Bay and its shoreline, as well as parks, open spaces, schools, and transit. It provides space for recreation and active transportation.

The goal of the Bay Trail is to build a beautiful shoreline path—that connects all nine Bay Area counties and 47 cities—for everyone to enjoy and to serve as an active transportation corridor.

The San Francisco Bay Area Water Trail (Water Trail) is a regional program that encourages non-motorized small boaters to safely enjoy the San Francisco Bay. The Water Trail program works to strategically enhance public access, encourage environmental education, expand accessibility, and promote regional planning and cooperation to promote save and responsible recreation on the Bay Area's largest open space. With miles of sloughs and limited existing launch facilities, the San Pablo Baylands are a priority for the Water Trail program for improved access.

Description
Substantial gaps exist in both the SF Bay Trail and Water Trail in this area.

Key Opportunities

- Opportunities to connect the SF Bay Trail and increase Water Trail sites in the San Pablo Baylands include locations along the Vallejo waterfront. These are high priority opportunities as they will benefit the equity priority communities within Vallejo. The Sears Point Connector is another priority Bay Trail improvement as it connects two sections of the existing Bay Trail near Tolay Creek.

Next Steps

- Transportation project teams are working with BCDC, the City of Vallejo, and Bay and Water Trail staff to identify improvements that can be delivered as part of upcoming projects. Coordination will also continue with tribes to identify and account for tribal interests.
- Continue to look for opportunities to support portions of the Sears Point Connector.

Challenges/Risks

- Challenges include the close proximity of wetlands, waters, and sensitive species habitat in the area; funding and identifying project leads to deliver and maintain the improvements are also challenges.
- Sea level rise creates a changing landscape along the San Pablo Bay which complicates planning for the development of trails and sites.