

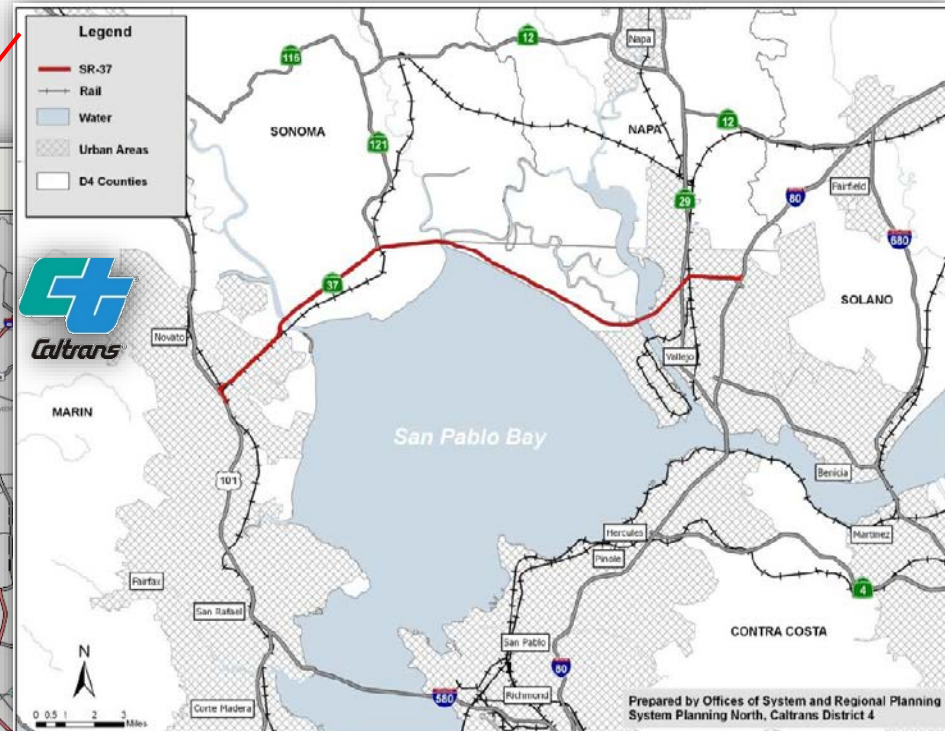
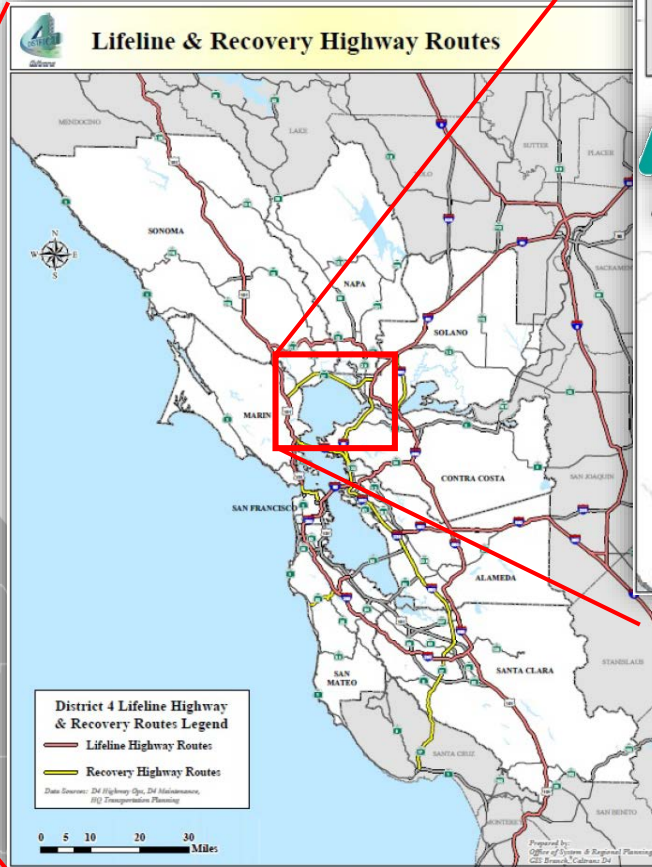


Overview of Highway 37 Project

Novato Rotary
November 4, 2016



Project Location-Caltrans District 4



SR 37 Corridor Features

- Two to Four lane 21 mile corridor traversing Solano, Sonoma, and Marin Counties.
- Connects I-80 in Solano County to 101 in Marin County.
- SR 101 is critical connection for North Bay freight movement, job markets, housing, tourism, and recreation.
- Corridor is located in highly sensitive environmental marshland areas.
- Vulnerable to Sea Level Rise.
- Serves as a Recovery Route for the North Bay.
- Current congestion expected to increase adding to longer peak commute times.



SR 37 Corridor Characteristics



SR 37: Segment A

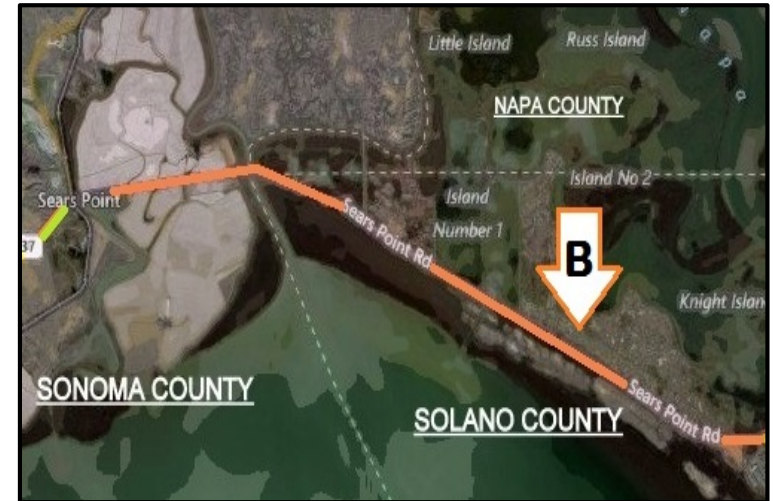
- Hwy 101 in Marin County to SR 121 in Sonoma County.
- 4 Lane Expressway at 65 MPH
- Combination of Flat and Rolling Terrain.
- **2013 AADT:** 40,000 veh. both direction.
- **2040 AADT** Forecast: 70,000 veh. both directions.
- 2012 Truck Volume: Estimated 4% to 5% of AADT.
- Elevation: 1.1' to 15.7'
- Railroad Levee



*Based on Caltrans 2015 SR 37 Transportation Concept Report

SR 37: Segment B

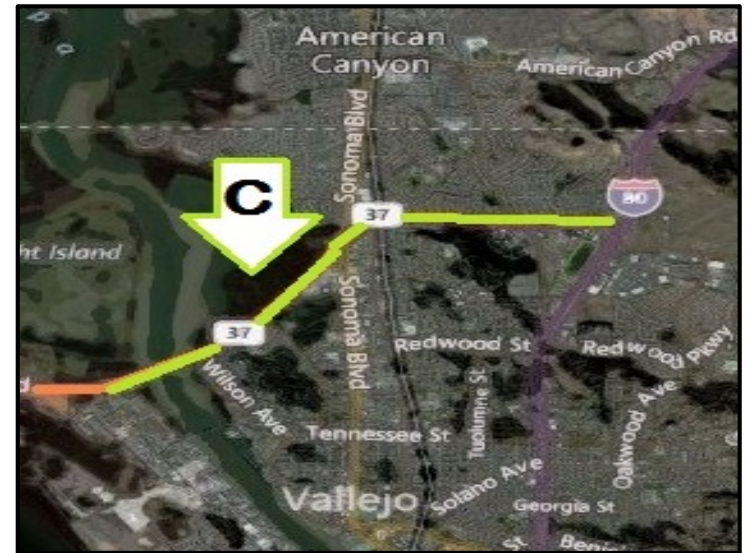
- SR 121 in Sonoma County to Mare Island in Solano County.
- 2 Lane Highway at 55 MPH.
- Combination of Rolling and Flat Terrain.
- **2013 AADT:** 40,000 veh. both direction.
- **2040 AADT Forecast:** 70,000 veh. both directions.
- 2012 Truck Volume: Estimated 5% to 6% of AADT.
- Elevation: 3.6' to 11.8'



*Based on Caltrans 2015 SR 37 Transportation Concept Report

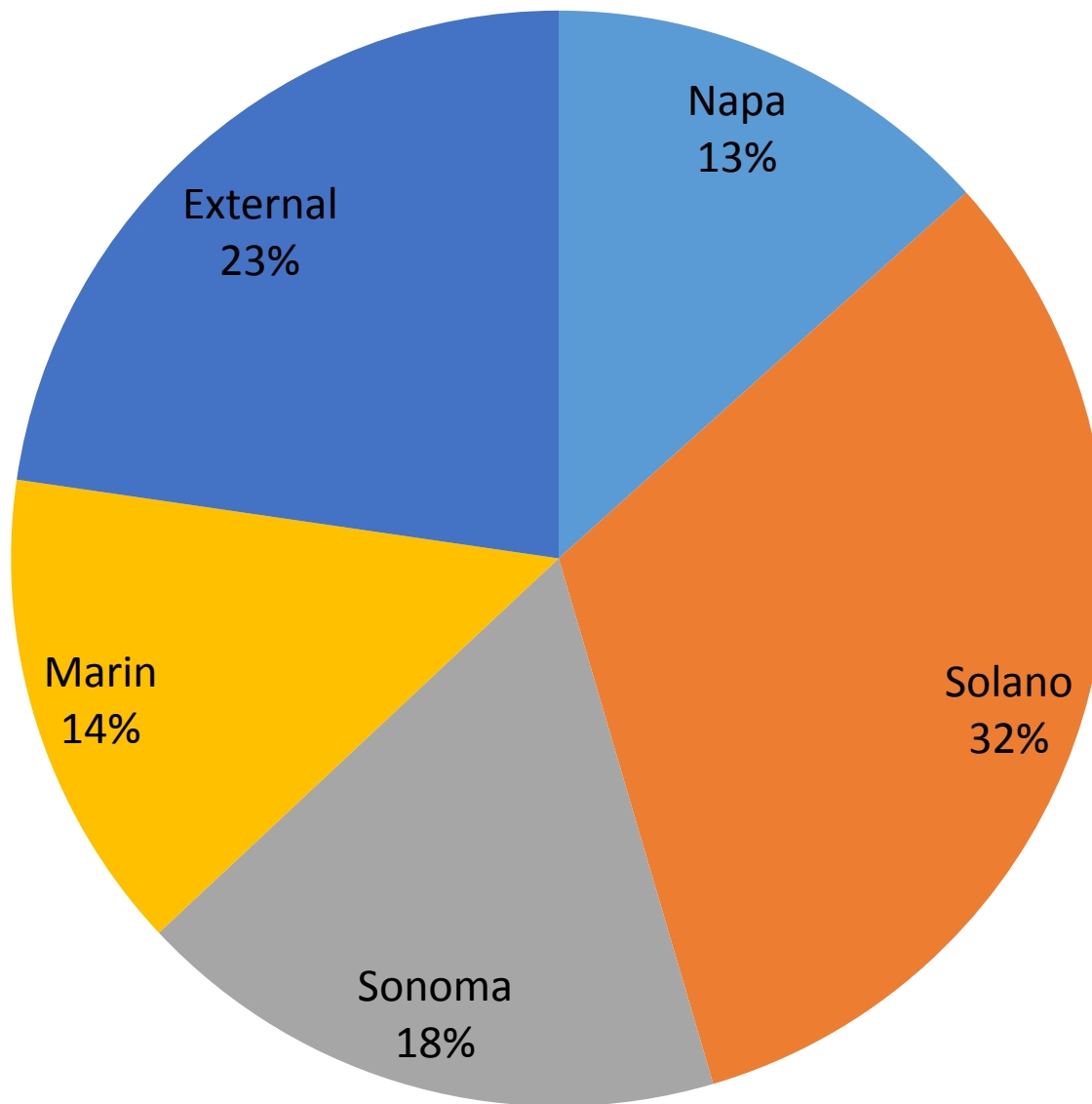
SR 37: Segment C

- Mare Island to I-80 in Solano County.
- 4 Lane Freeway at 65 MPH
- Flat Terrain
- **2013 AADT:** 95,000 veh. both directions.
- **2040 AADT** Forecast: 115,000 veh both directions.
- 2012 Truck Volume Estimated 6% to 13% of AADT
- Elevation: 8.3' to 15.2'
- Substantial Investment in 1990's from I-80 to Mare Island.



*Based on Caltrans 2015 SR 37 Transportation Concept Report

County Share of Trip Origins, Hwy 37, Avg. Weekday, Sept. 2014



Source:



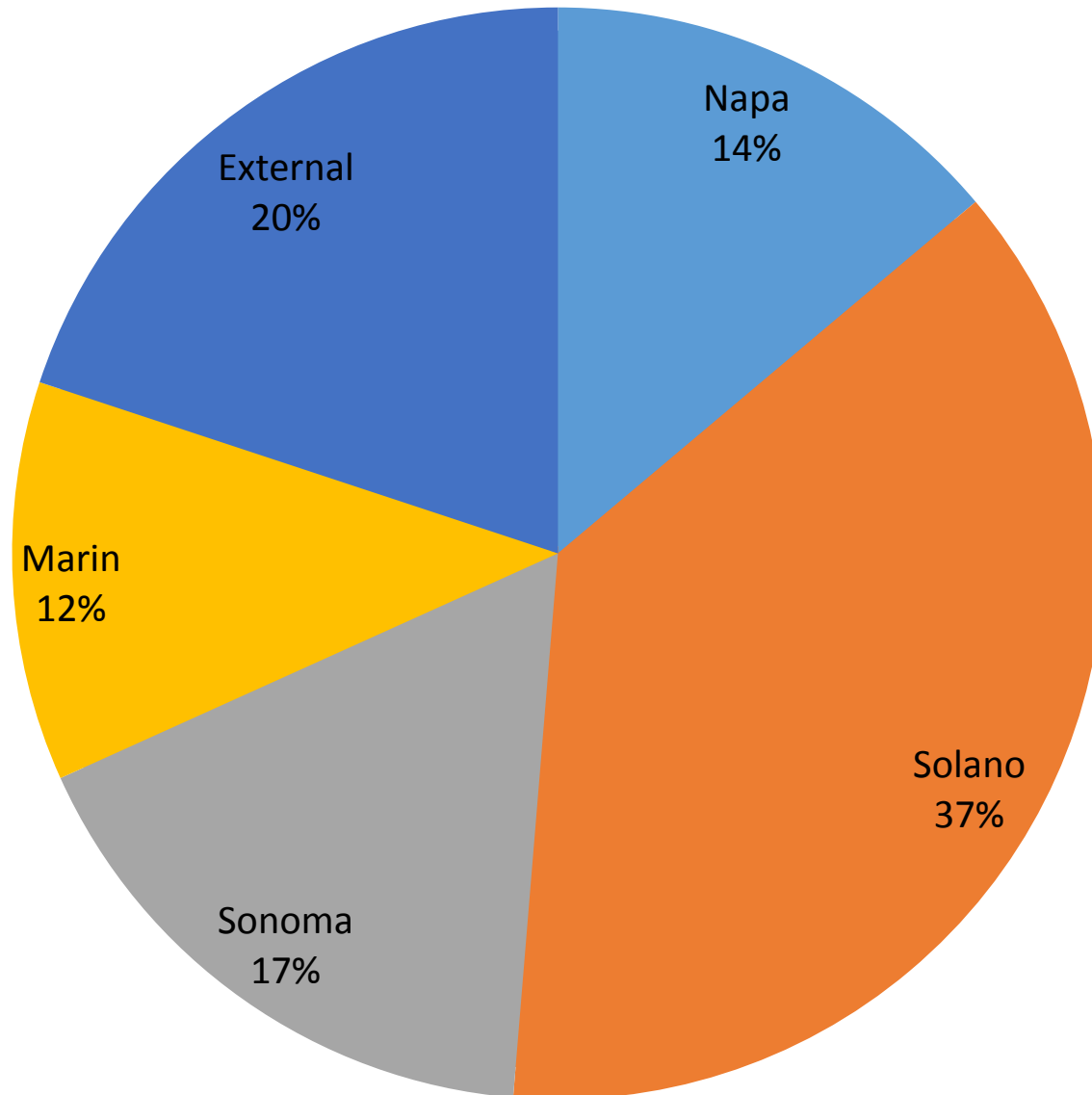
SONOMA COUNTY TRANSPORTATION AUTHORITY



Powered by

airrage

County Share of Trip Destinations, Hwy 37, Avg. Weekday – Sept. 2014



Source:

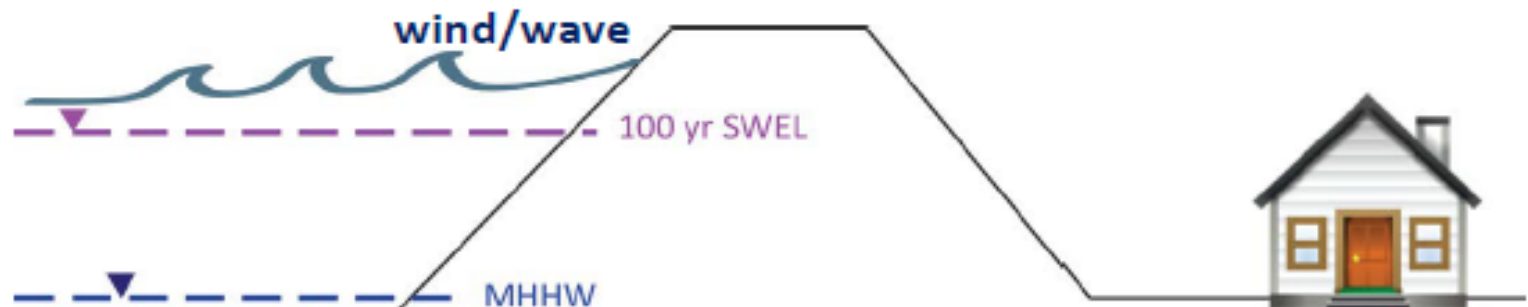


SR 37 Sea Level Rise (SLR) Challenges - Background

Water Level Analysis Conducted by UC Davis, AECOM and Caltrans

Key Terms:

- Mean Higher High Water (MHHW)- Typical daily high tide- 6.0-6.3 ft. Existing Conditions
- 100 yr Stillwater Elevation (SWEL) – Extreme high tide + storm surge- 9.3-9.9 ft. Vary rare temporary flooding event



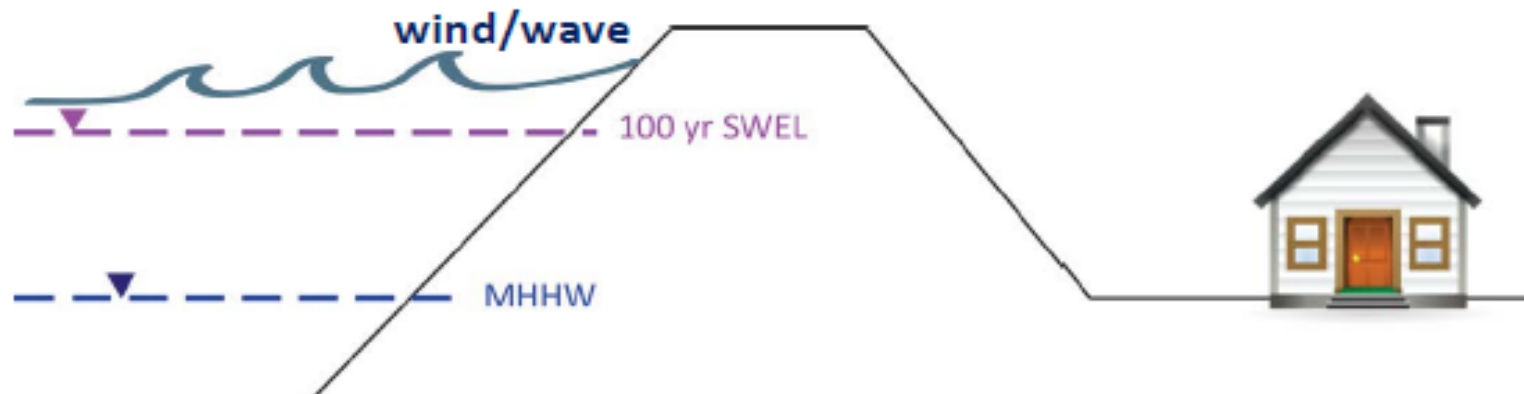
SR 37 Sea Level Rise (SLR) Challenges- Analyzed Results

Year 2050 Estimated inundation:

- MHHW + 12" SLR
- 100 yr SWEL + 12" SLR
- MHHW + 24" SLR (potentially)

Year 2100 Estimated inundation:

- MHHW + 36" SLR
- 100 Yr SWEL + 36" SLR
- MHHW + 66" SLR (potentially)



SR 37 Sea Level Rise Potential Affect –MHHW (Existing)



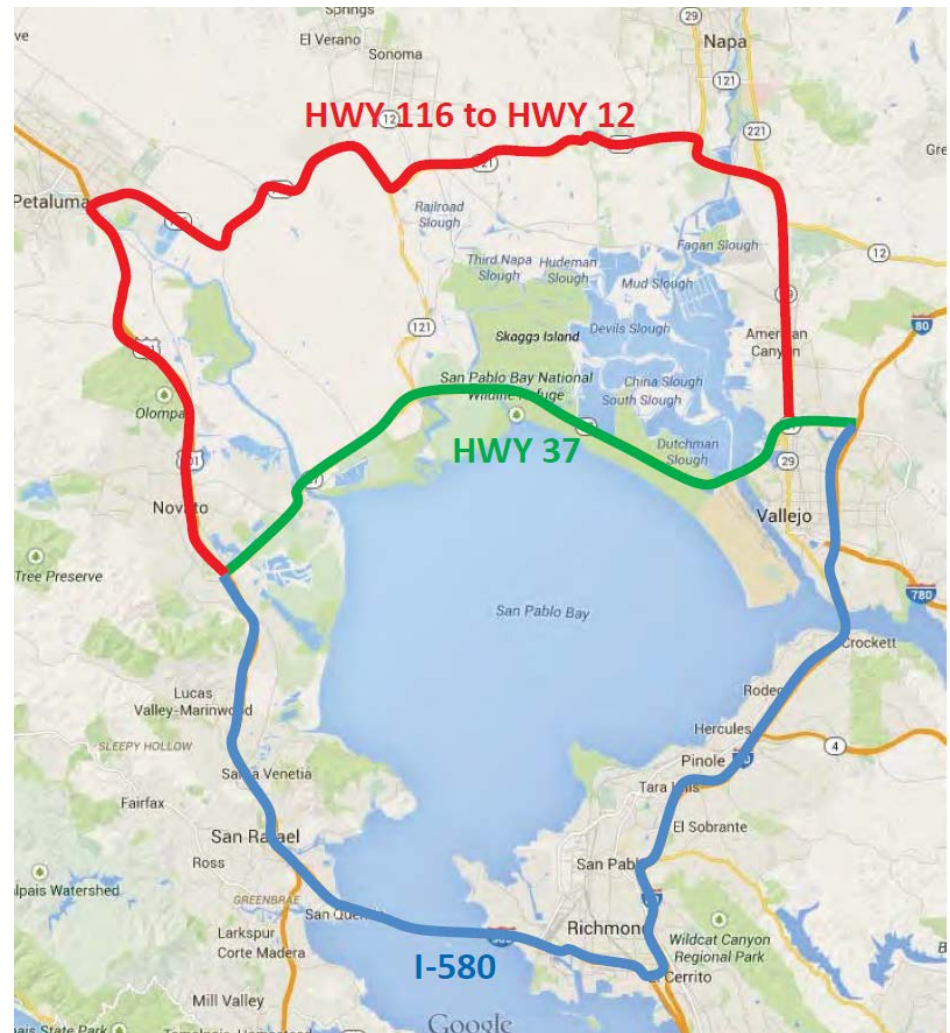
SR 37 Sea Level Rise Potential Affect –
Year 2100 100 yr SWEL + 36" SLR



SR 37 Alternative Routes Between I-80 and 101

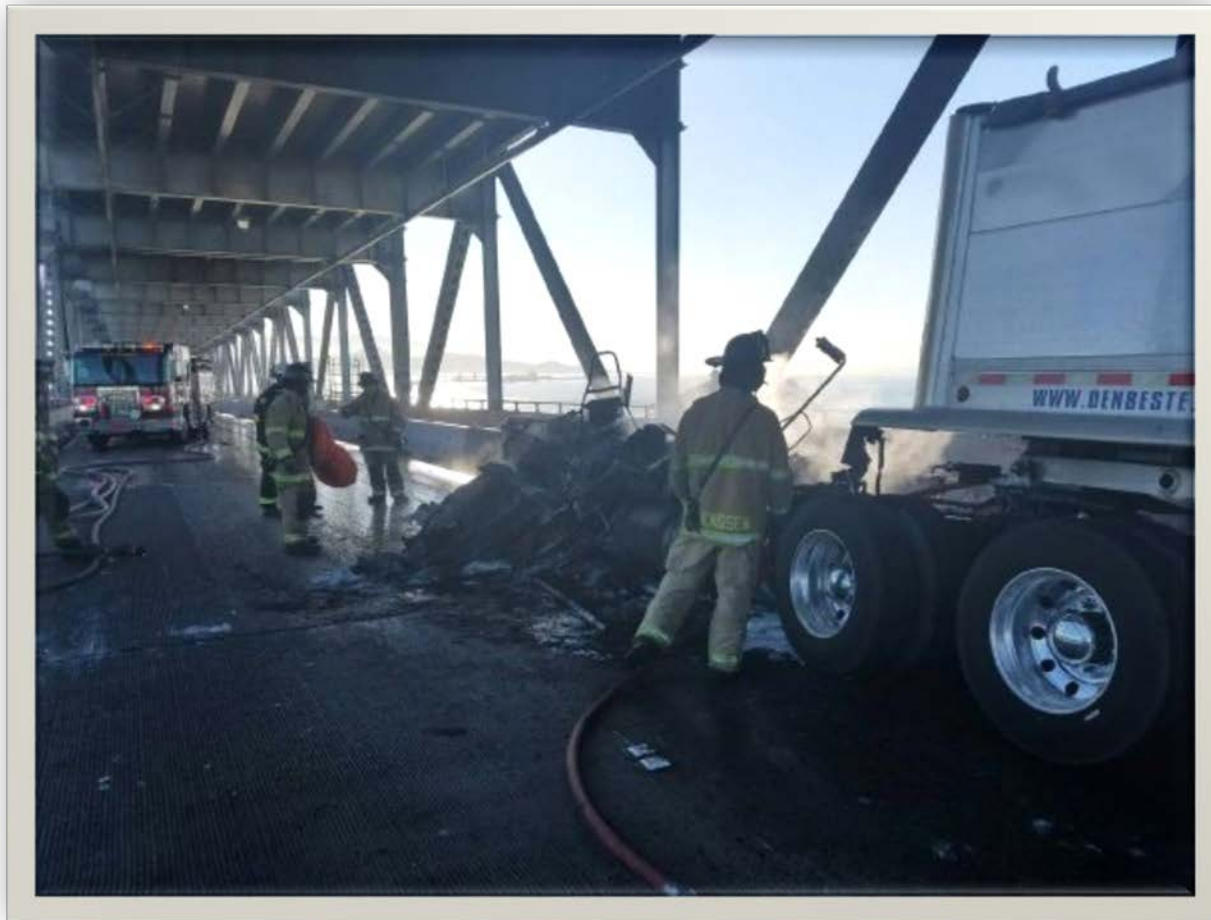
- SR 37 Corridor is 21 miles
- Northern Route (Hwy 12 to Hwy 116) = 44 miles
- Southern Route (Richmond Bridge – 580) = 43 miles

Any SR-37 closure would have severe congestion impact to I-80 and SR 101 and sub corridors



SR 37 Corridor Connection and Impact

- Regional significance – San Rafael Bridge shut-down on Sept. 27, 2016



Adaptive Structural Scenarios Considered – UC Davis Road Ecology Study

- Berm/Embankment
- Causeway (over land)
- Bridge/causeway (over land-water)



Cost Estimate Comparison From UC Davis Study

From Hwy 101 to I-80



Berm Embankment



Box Girder Causeway



Slab Bridge Causeway

REACH	ALTERNATIVE		
	1 - Berm/ Embankment	2 - Box Girder Causeway	3 - Slab Bridge Causeway
A	\$460	\$1,400	\$1,300
B	\$650	\$2,500	\$2,200
C	\$150	\$400	\$340
TOTAL	\$1,260	\$4,300	\$3,840

- Cost Estimate Comparison assumes preliminary total cost estimates
- SR 37 Project will be further defined to identify phasing options with timing options for elevating each segment
- SR 37 Project Definition task will result in refined cost assumptions for near, mid and long term considerations

SR 37 MOU Partnership

4 North Bay Congestion Management Agency (CMA)
Memorandum of Understanding (MOU) Partnership:

“...to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route”



SR 37 MOU Partnership

- SR 37 Policy Committee – 3 elected representatives from Napa, Marin, Sonoma, and Solano County CMAs
- SR 37 Executive Committee- 4 CMA Executive Director Committee
- SR 37 Project Leadership Team- 4 CMA Project Manager Technical Advisory Committee
- Other participants include Caltrans and MTC staff



SR 37 Corridor Funding Challenges

- SR 37 not the top priority transportation project of the 4 North Bay Counties :

Marin County – Highway 101 and 580

Napa County – Highway 29

Solano County – Highway 80

Sonoma County - Highway 101



- California Highway Capacity Funding Crisis
 - Due to drop in price-base excise portion of the State gas tax
 - No new funding capacity over the next five years
 - About \$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



Next Steps



- SR 37 Corridor Financial Opportunities Analysis
 - Public private, full private, public/toll bond
- Project Definition & Outreach
- Identifying Funding for Environmental Documents
- Evaluate Unsolicited Proposal for Full Private
 - Toll bridge between Hwy 121 and Mare Island
 - Private funds would fund Environmental



Questions and Discussion

Nicholas Nguyen
nnguyen@tam.ca.gov

Tel: 415-226-0831

