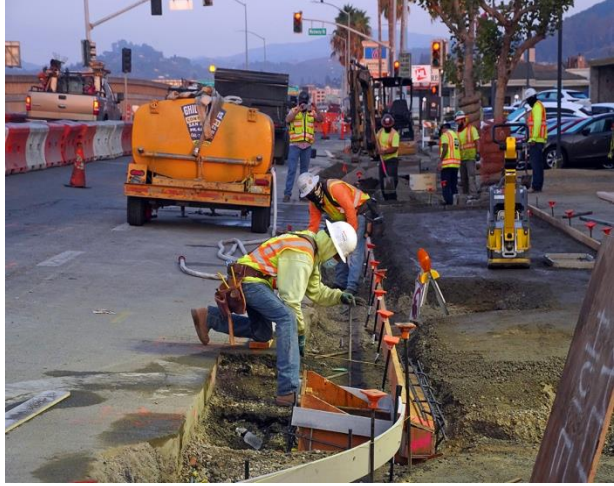




State Route 37 Corridor Update

Transportation Authority of Marin

Marin Coalition Speaker Series

November 12, 2026

Program Outline

- **Project Introduction and Partnerships**
  Anne Richman, TAM Executive Director

- **Baylands Restoration and Resilience**
  Casey Skinner, San Francisco Bay Program Director for Audubon California
  Stuart Siegel, SF State University and Siegel Environmental

- **Project Updates**
  - Novato Creek Bridge
  - Sears Point to Mare Island

  Javier Mendivil, Caltrans D4 Regional Project Manager, State Route 37

Transportation Authority of Marin - Background

TAM is the…

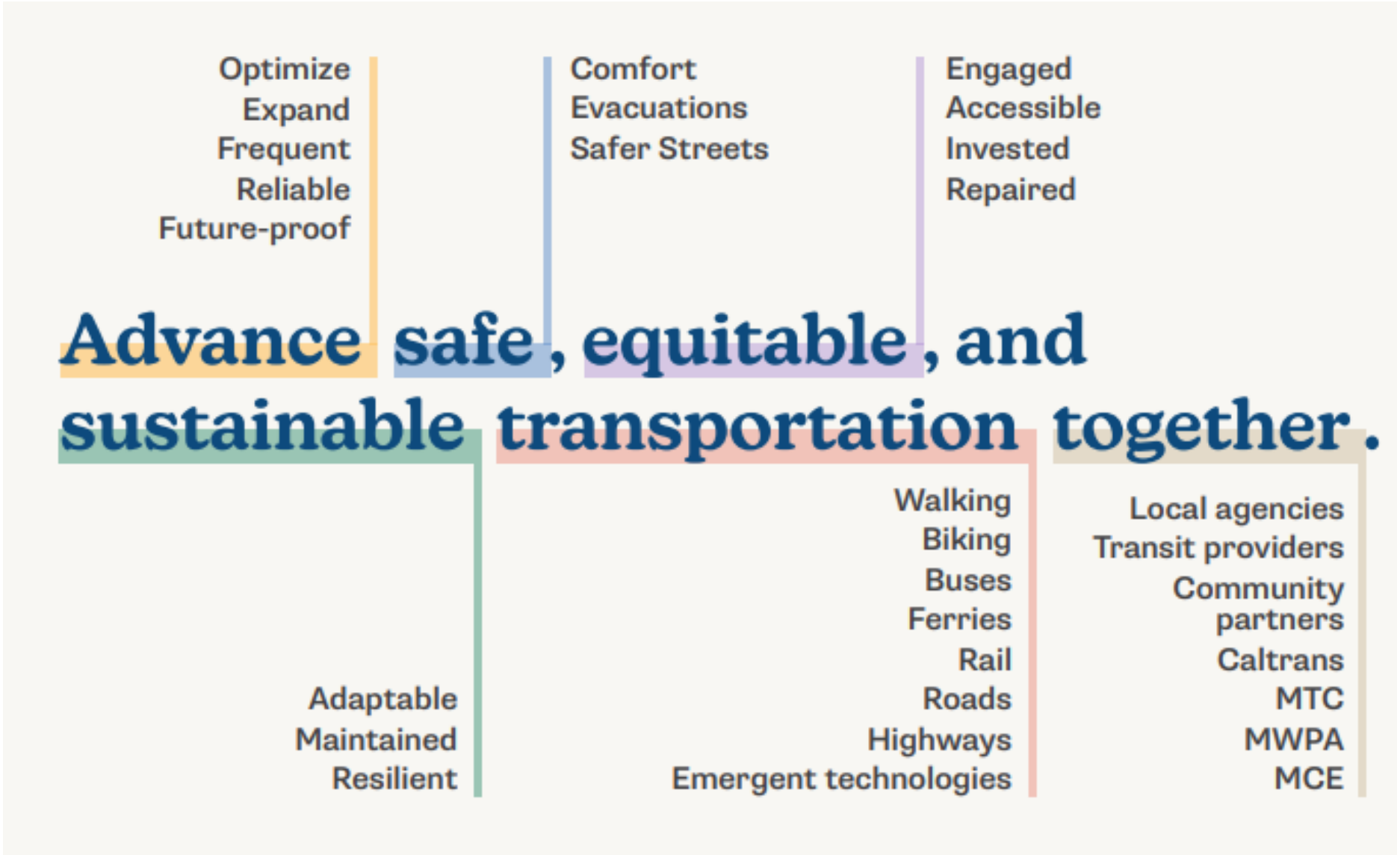
- Congestion Management Agency (CMA)
- Transportation Sales Tax Authority (2004 Measure A, 2018 Measure AA)
- Vehicle Registration Fee Authority (2010 Measure B)

Who we are…

- 16-member Board of Commissioners – all five County Supervisors, plus one representative from each city/town
- Community Oversight Committee (COC)
- Bicycle/Pedestrian Advisory Committee
- Staff of 14



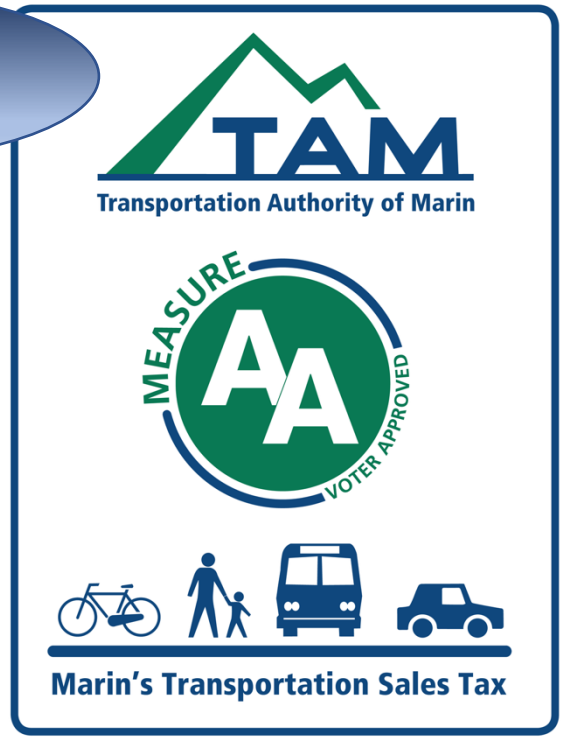
Vision Statement



Dedicated Local Transportation Funding

½-Cent Sales Tax
Approved in 2004
Renewed in 2018 for 30 years
Expenditure Plan Review
Every 6 years

~ $35m/year

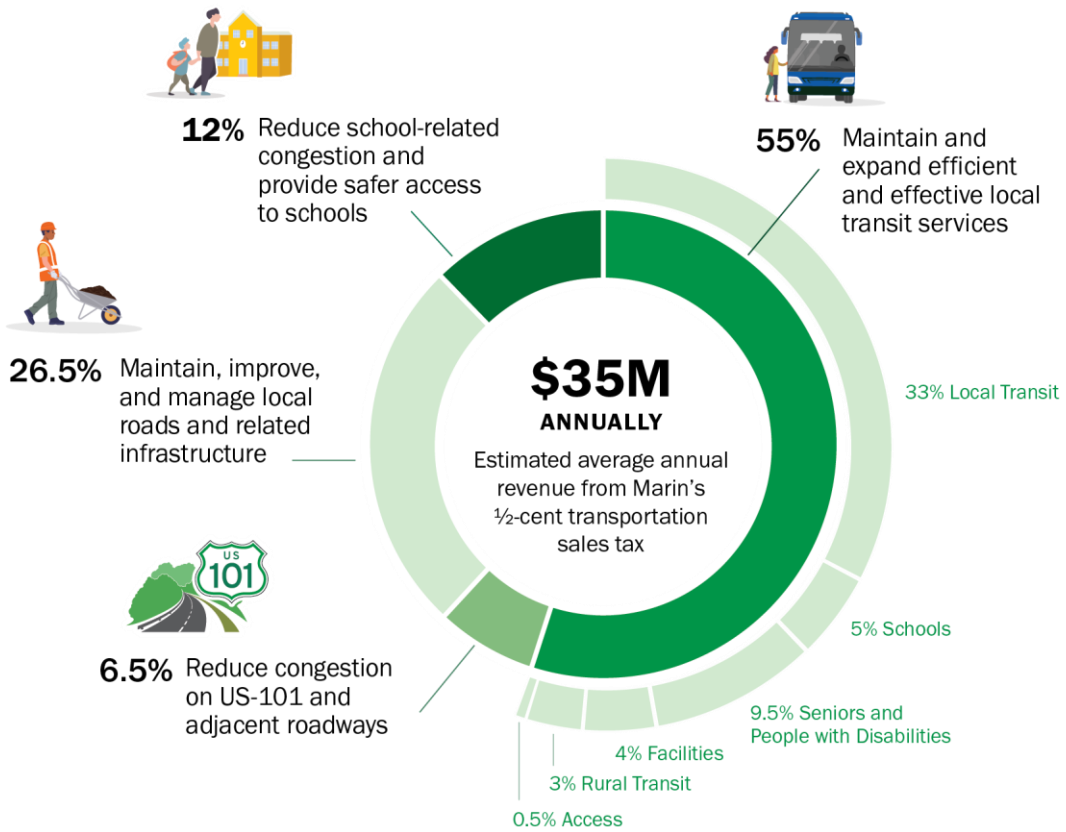


$10 Vehicle Reg Fee
Approved in 2010/Amended 2023
No Sunset Date
Expenditure Plan Review
Every 10 years

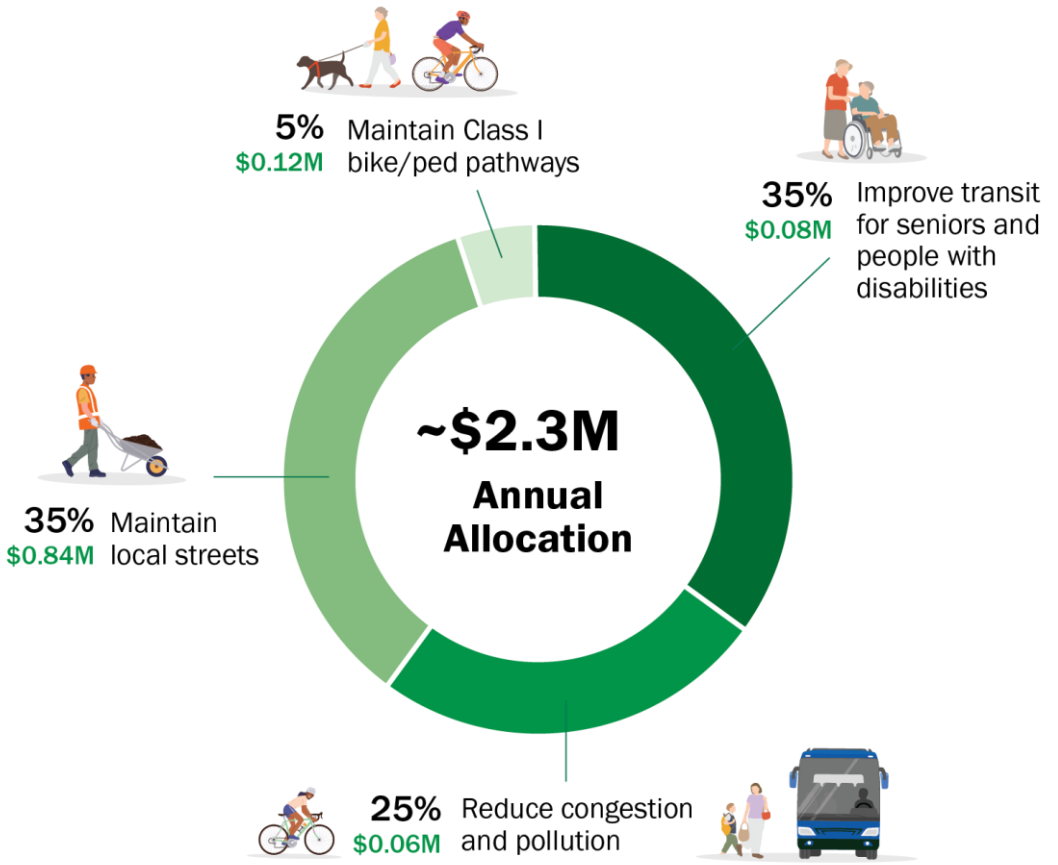
~ $2.3m/year



Local Voter Approved Expenditure Plans



Measure AA 30-Year Renewal in 2018 – 76.7% Approval



Measure B Vehicle Registration Fee in 2010 – 63% Approval

Revenue Measures Work Together

- **State Senate Bill 1** – primarily addresses local streets and roads needs, along with state highways & funds for Transit
- **Regional Measure 3** provides funds for 4 major projects in Marin, plus multi-county/programmatic categories. Includes **$100m to SR 37 with $25m directed toward Marin Flood Reduction Project.**
- **Local TAM's sales tax and VRF** primarily address needs not funded by SB1 and RM3
- **Grant and formula funding:** OBAG, ATP, STIP, TFCA, IIJA, LPP, City & County Fees, Earmarks, etc.







Recent SR 37 History

- TAM has been participating in the SR 37 project process for over 15 years beginning in earnest with the effort lead by UC Davis
- Project process formalized in 2015 by formation of a multi-jurisdictional Policy Committee
- A Memorandum of Understanding (MOU) was created to define the structure of the Policy Committee and the supporting Executive Steering Committee (ESC) and Project Leadership Team (PLT)
- Primary focus of the committees has been to develop and deliver the Resilient State Route 37 Program

SR37 Corridor Challenges



Congestion



Flooding



Sea Level Rise



Ecology

Planning and Environment Linkages (PEL)

- PEL Study (Dec. 2022 approved, Dec. 2024 amended with priorities) to connect:
  - long-range transportation planning with
  - future environmental review and
  - project development

Helps agencies agree on a corridor-wide vision, evaluate alternatives, and identify projects that can advance toward implementation.

PURPOSE	Develop a long-term vision for flooding, sea level rise, mobility, congestion, and habitat.
PARTNERSHIP	Engage agencies, communities, and stakeholders to evaluate corridor solutions.
OUTCOMES	Identify improvements and priorities to guide environmental studies and project design.



MARIN PRIORITY **US 101 to Atherton Avenue**

SR37 Corridor: from 3 sections…



SR37 Corridor: …to 8 Sections



Top Priority

- Section 2

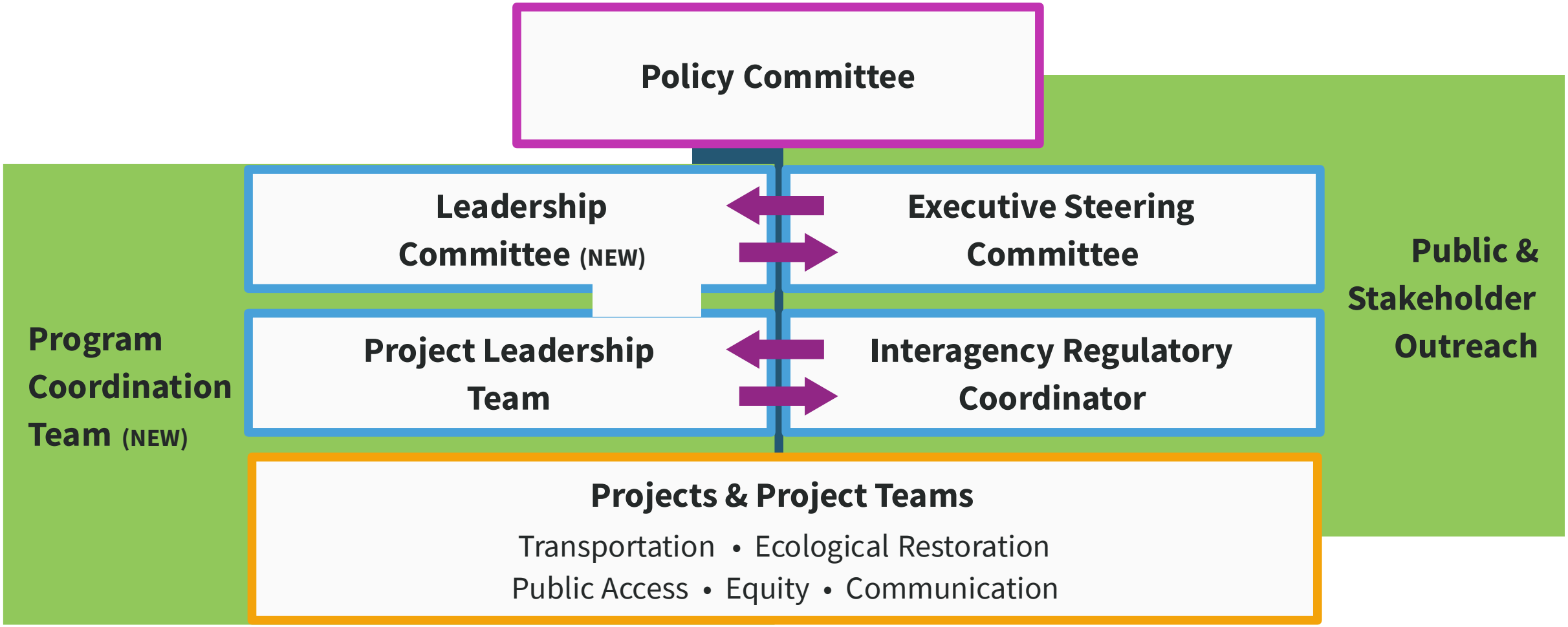
2nd – 4th Priority

- Sections 6 & 7 (tie)
- Section 4

5th – 8th Priority

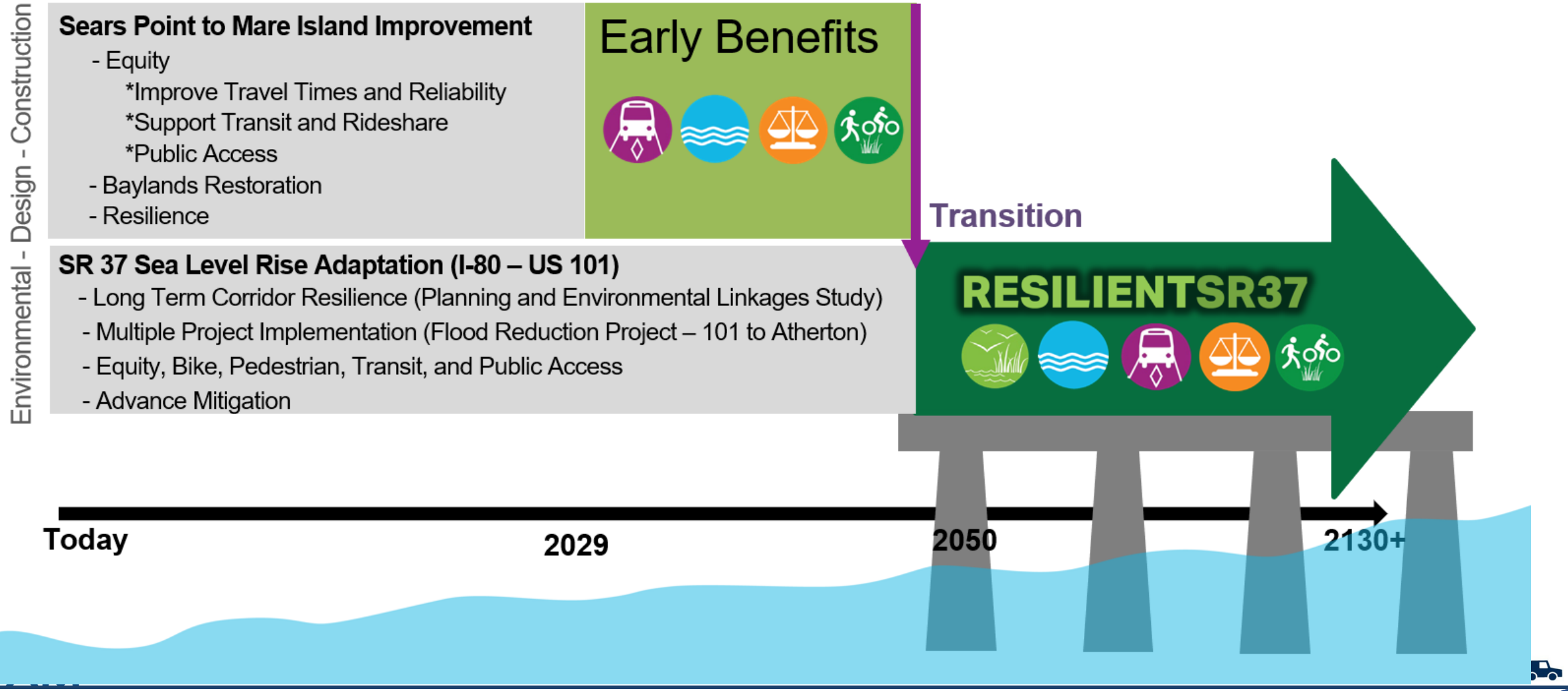
- Section 1
- Section 8
- Section 3
- Section 5

Expanded Partnership & Integrated Project Development



SR37 Corridor – Phased Implementation

Concurrent Project Development. Deliver Early Community Benefits.



https://youtu.be/Ruhv-gTxZ0g?si=uyr--hk2sxBSRrq8



Baylands Restoration
It's for the Birds and the People

Casey Skinner, Audubon California (casey.skinner@audubon.org)

Stuart Siegel, SFSU and Siegel Environmental (stuart@siegelenvironmental.com)



Presentation at the Marin Coalition

November 12, 2026

Audubon California

Siegel Environmental

RDG 20 Restoration Design Group Since 2003

Gillenwater GillenH2O Consulting

Key Ecological Impacts of Restoring Baylands

Habitat Reconnection

- Revives critical nurseries for fish
- Provides resting, foraging, and breeding ground for threatened species
- Increases movement and migration

Wildlife Support

- Stopover for ½ million shorebirds and 700,000 waterfowl
- Increases food web productivity and feeds local fish populations
- Creates high species richness and native species recovery

Protection and Resilience

- Captures and stores significant amounts of blue carbon
- Nurtures nature's biological filtration system
- Dissipates wave energy and absorbs storm surge



Transforming Baylands Habitats

- Tidal reconnection and creation of mosaic habitat types
- Transition zones give permission marsh migration
- Increases natural water filtration and sediment trapping
- Rapid recolonization of native plant species

Audubon



Wildlife and Biodiversity

- Return of native flora and fauna
- Species succession (diving ducks and fish to specialized species)



Increasing Resilience

- Wind and wave energy absorption
- Reduced maintenance and infrastructure repair



Landscape-Scale Networks

- By connecting isolated patches of habitat, we increase ecological resilience across the entire estuary.

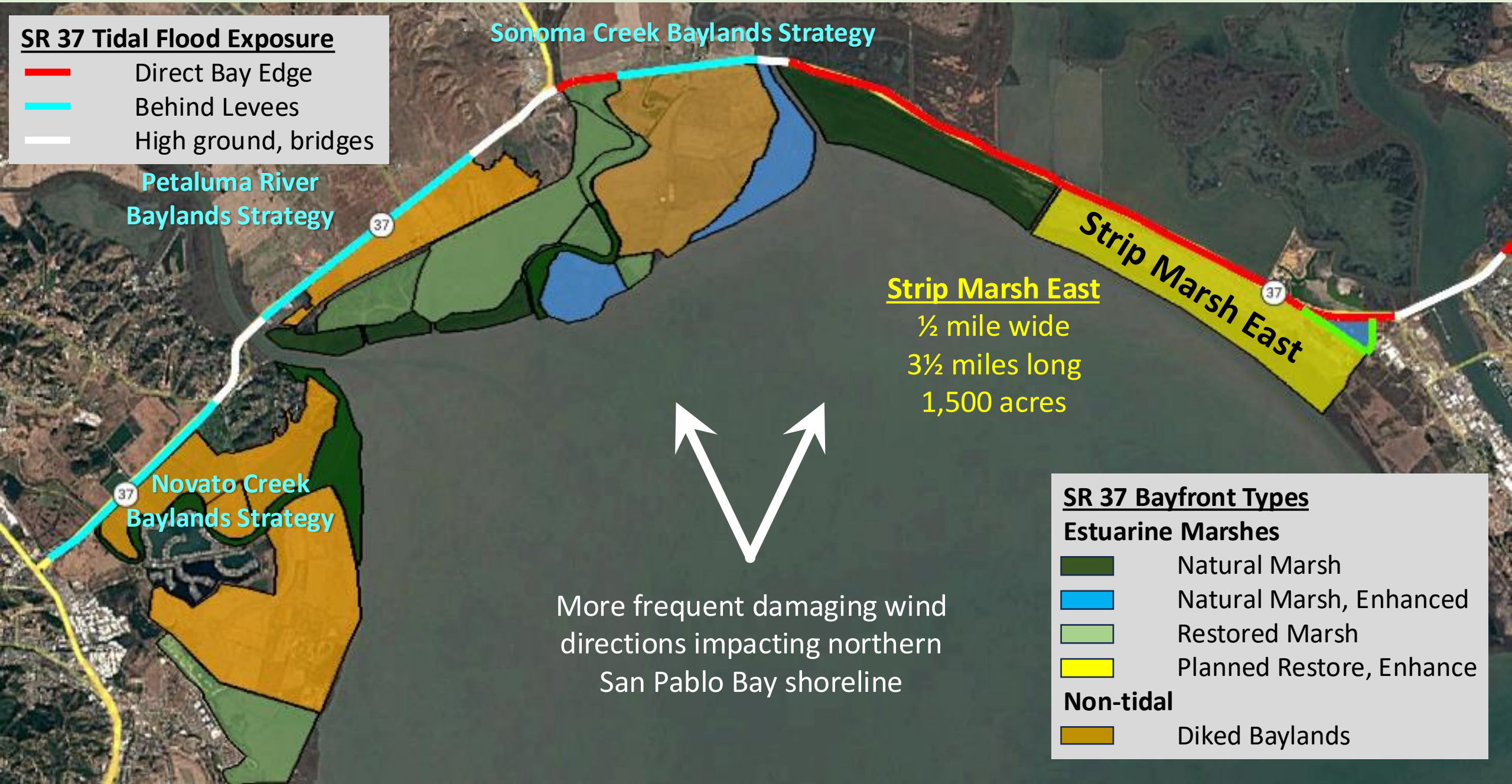
Audubon



"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise."

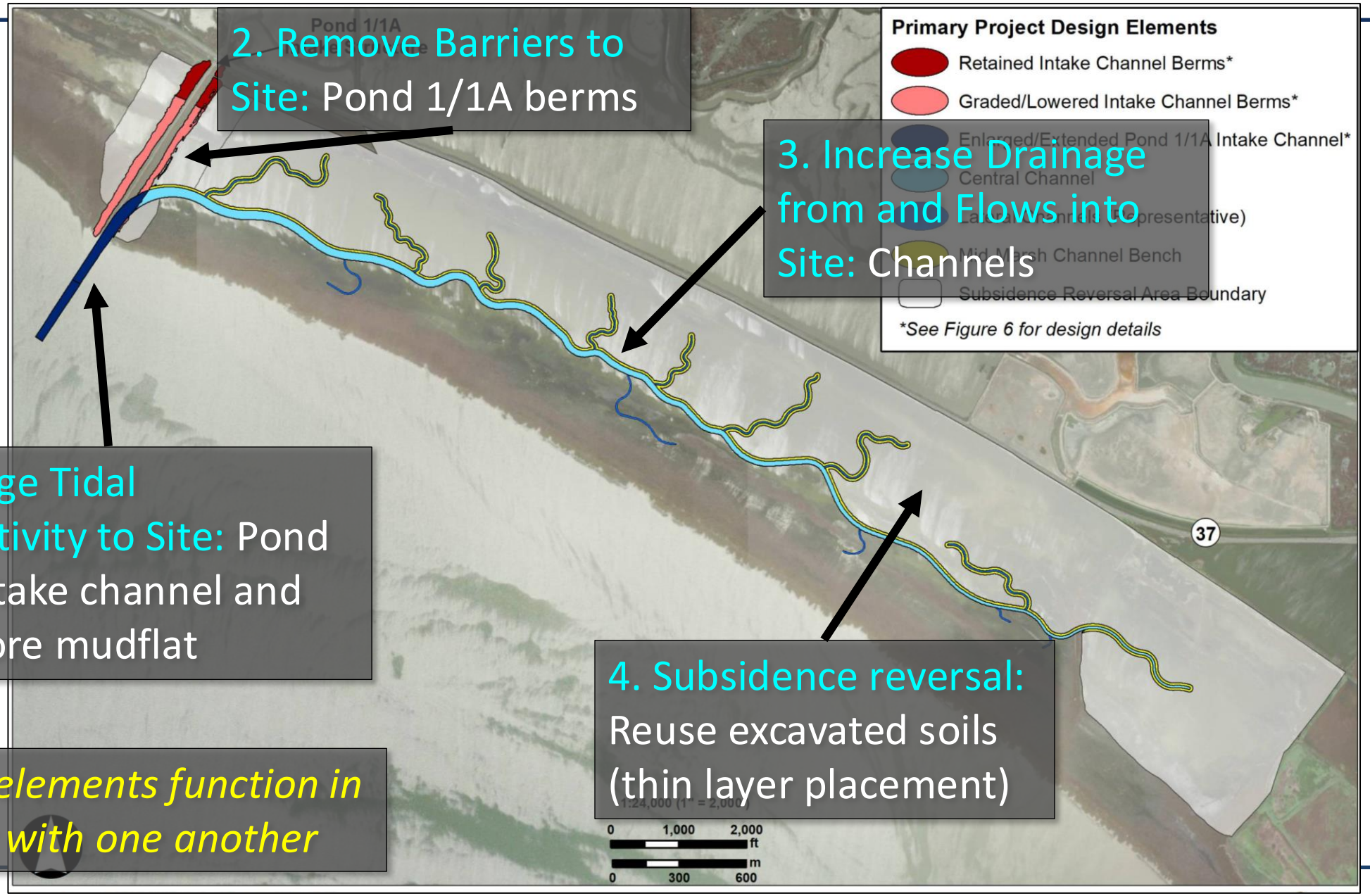
• ALDO LEOPOLD, *A SAND COUNTY ALMANAC*

Tidal Marshes: SR 37 Shoreline Protection




Vallejo
San Pablo Bay
Emergent marsh
Former emergent marsh
to be restored (~800+ acres)
Emergent marsh
SR 37
Strip Marsh East
1,500 acres total

Strip Marsh East: Bringing Back Shoreline Protection and Habitats



Design elements function in concert with one another

Transportation Authority of Marin

Why do we need Baylands Strategies?

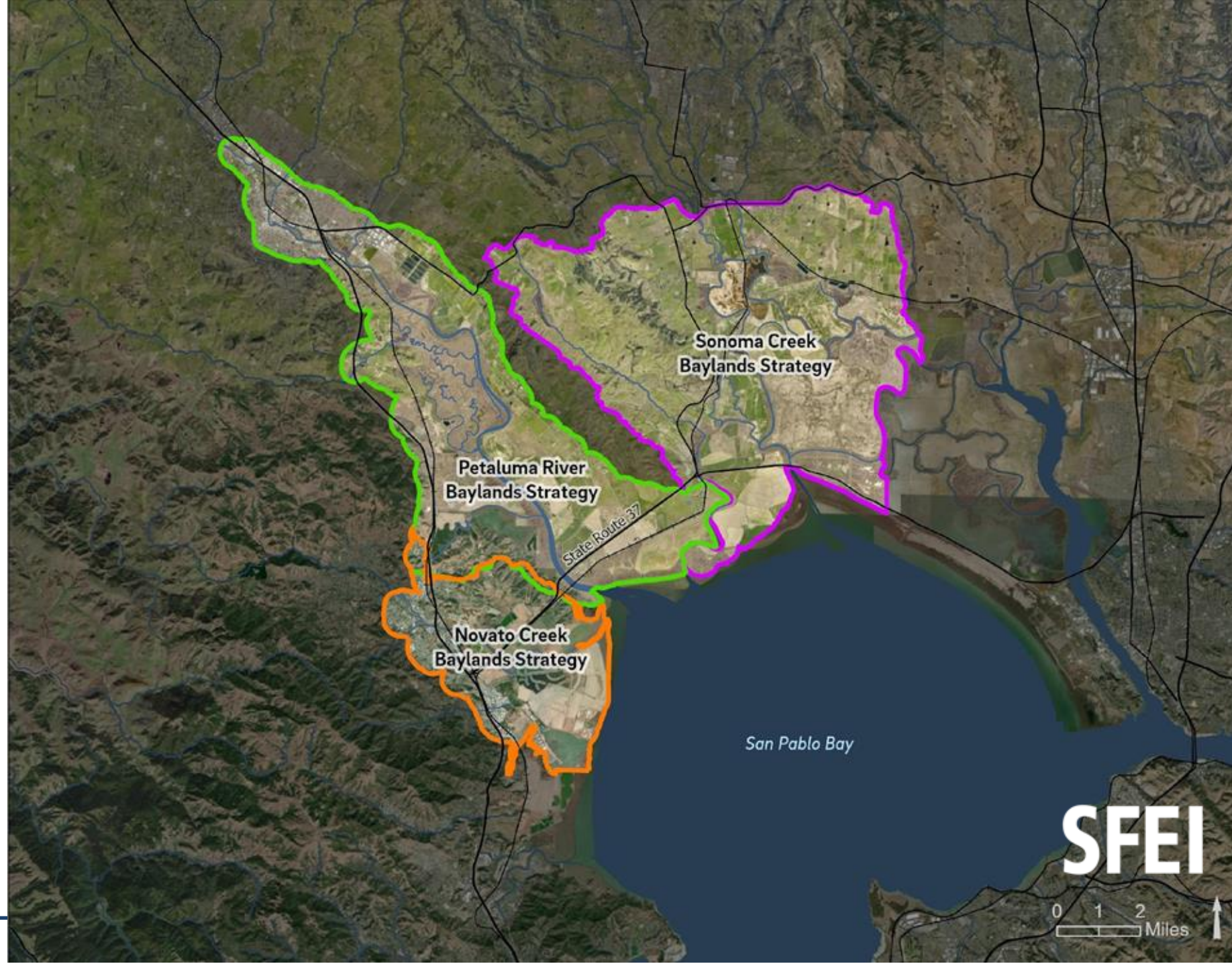
- Translate regional goals into site-specific actions
- Avoid piecemeal projects
- Coordinate acquisition strategy
- Develop clear restoration vision to communicate with infrastructure partners



Photo: Justin Lewis, courtesy Sonoma Land Trust

Baylands Strategies

- Sonoma Creek (2020)
- Petaluma River (2023)
- Novato Creek (2026)



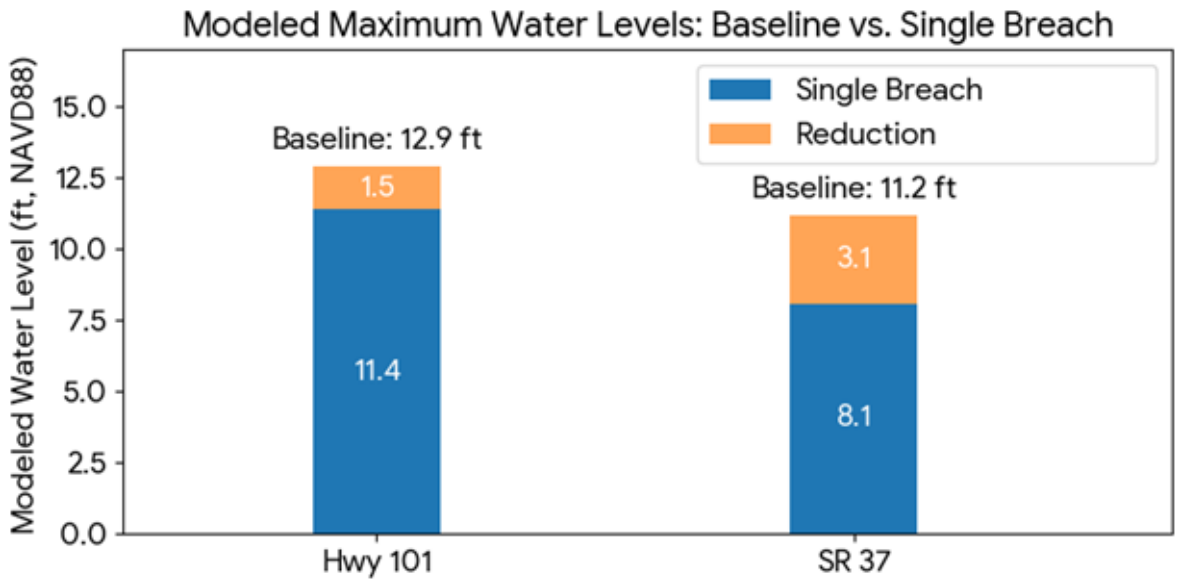
TAM
Transportation Authority of Marin

Restoration reduces flood risk

(example from Novato)

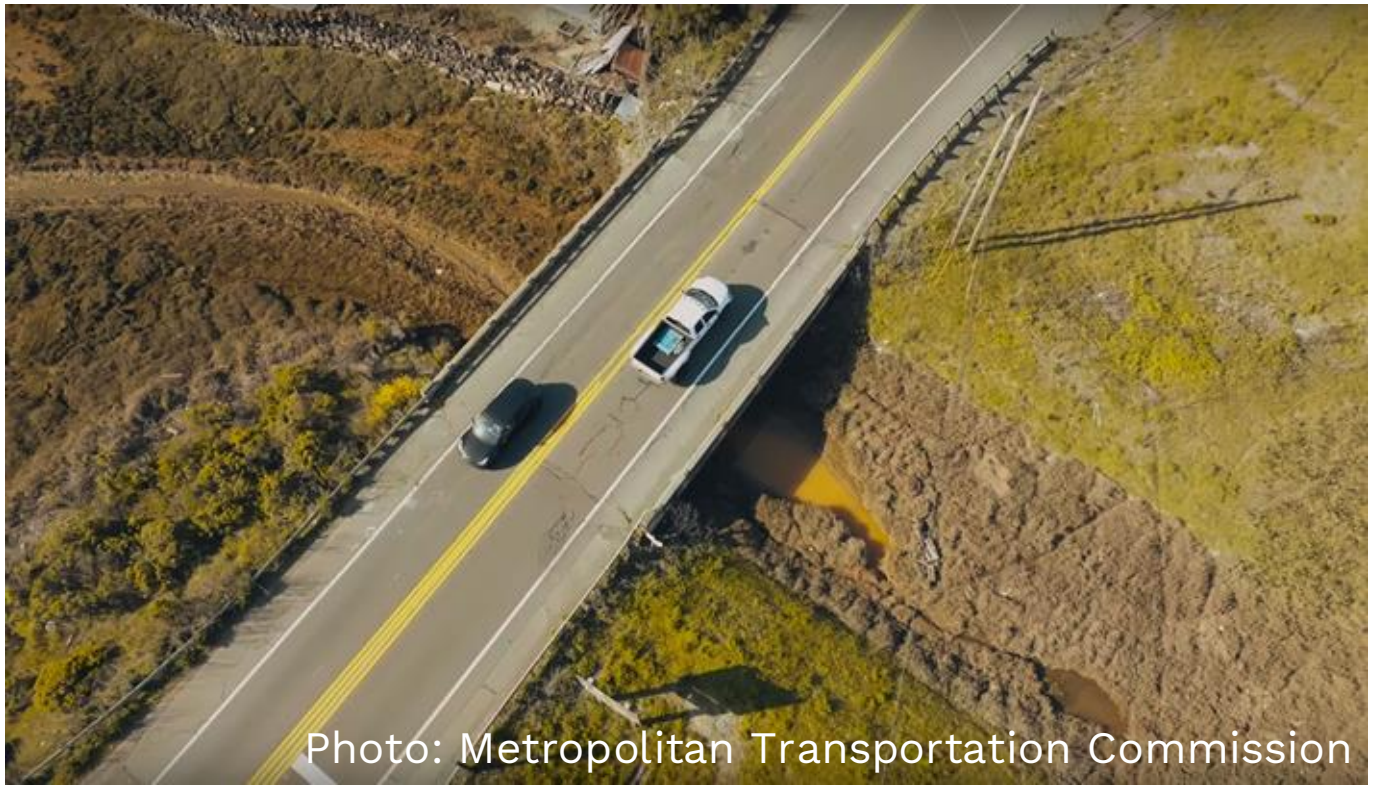


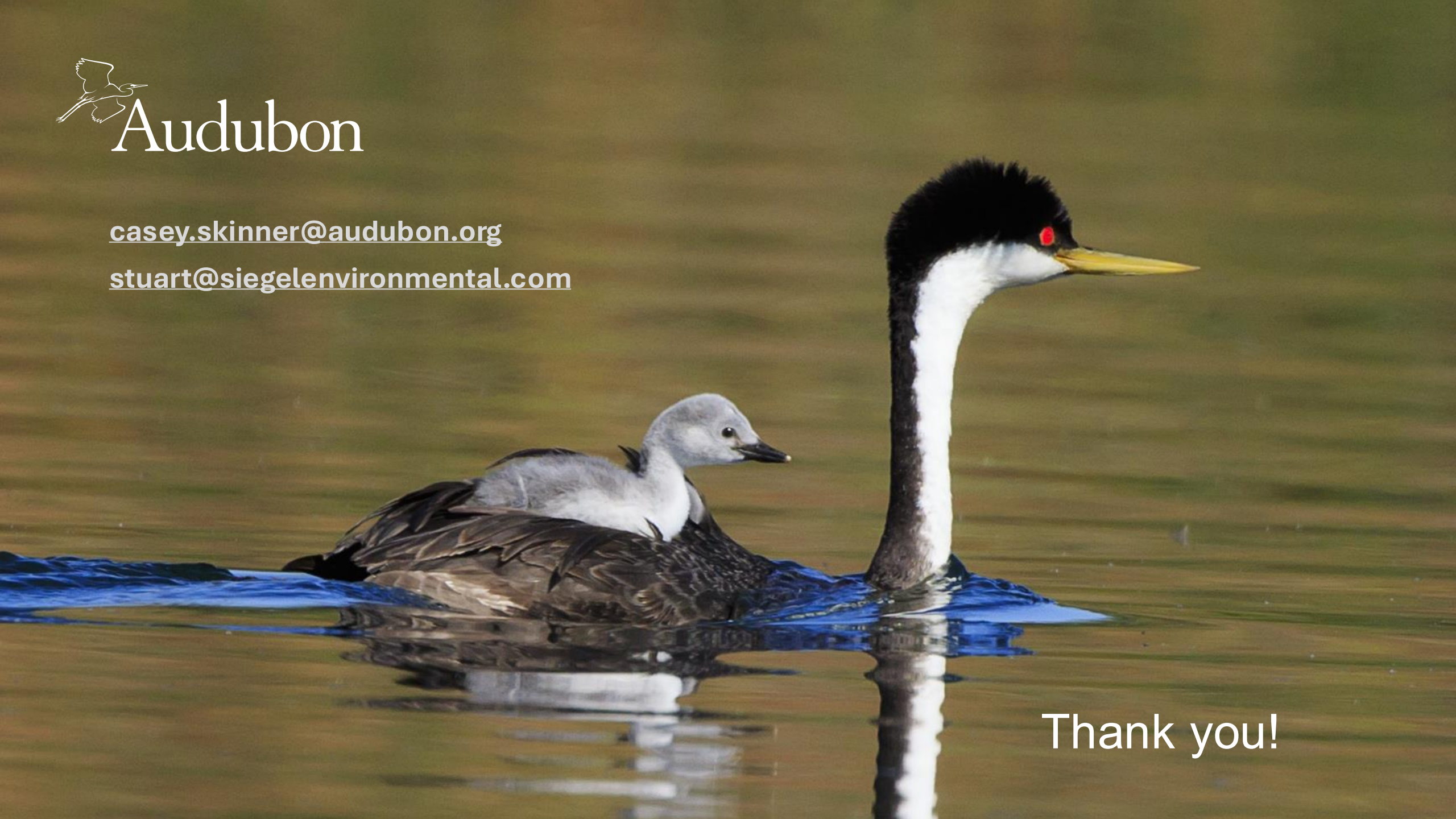
- 50-year flood event (50-yr flow and 1-yr tide)
- Benefits persist into the future with 1.4 ft sea level rise



Impact on SR 37 planning / design

- Guiding transportation project design
- Informing stakeholders & decision makers
- Helping compete for funding


Photo: Metropolitan Transportation Commission



casey.skinner@audubon.org

stuart@siegelenvironmental.com

Thank you!

Ongoing Maintenance



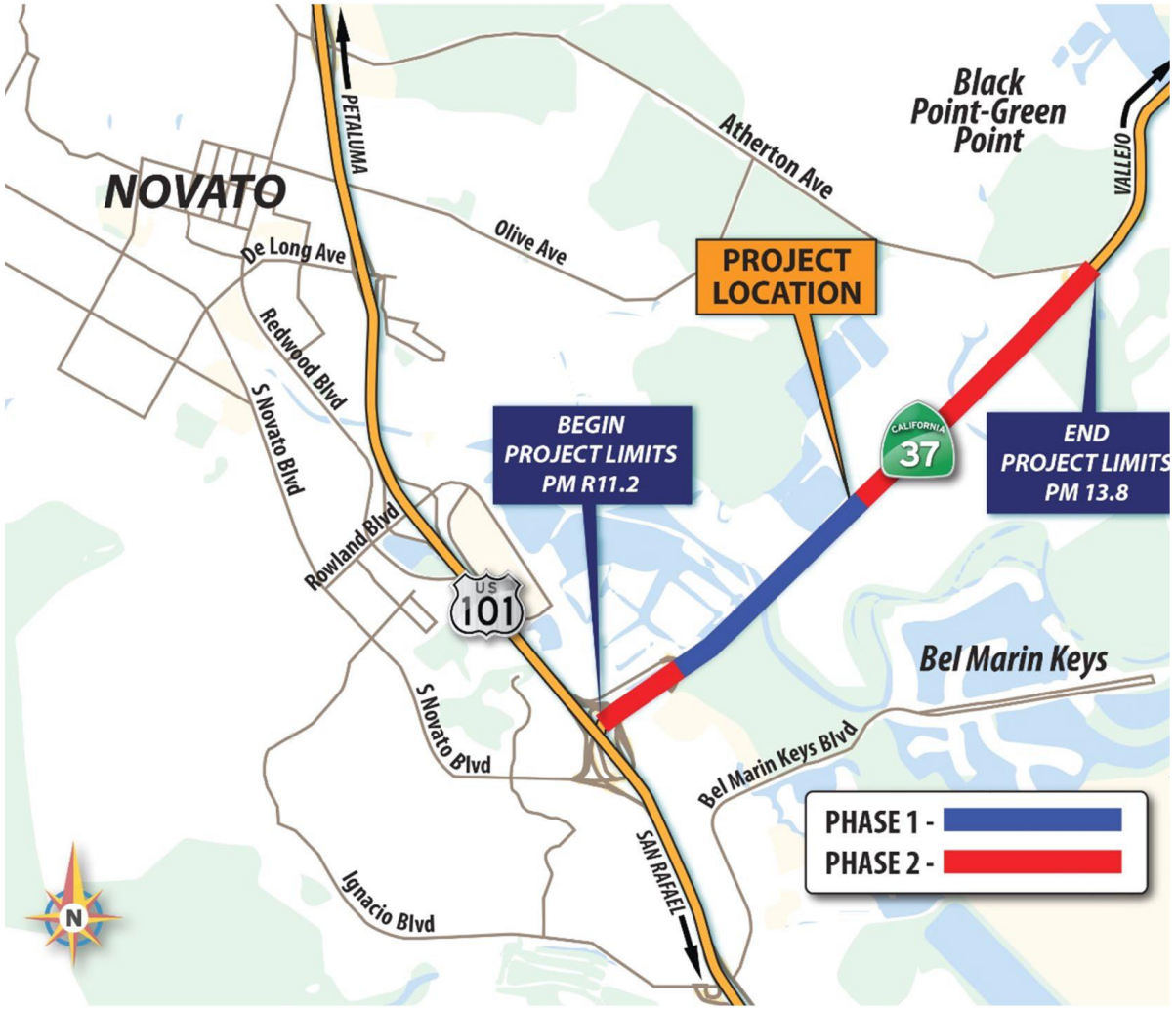




Section 2 – Flood Reduction Project



Flood Reduction – US 101 to Atherton Avenue in Marin County



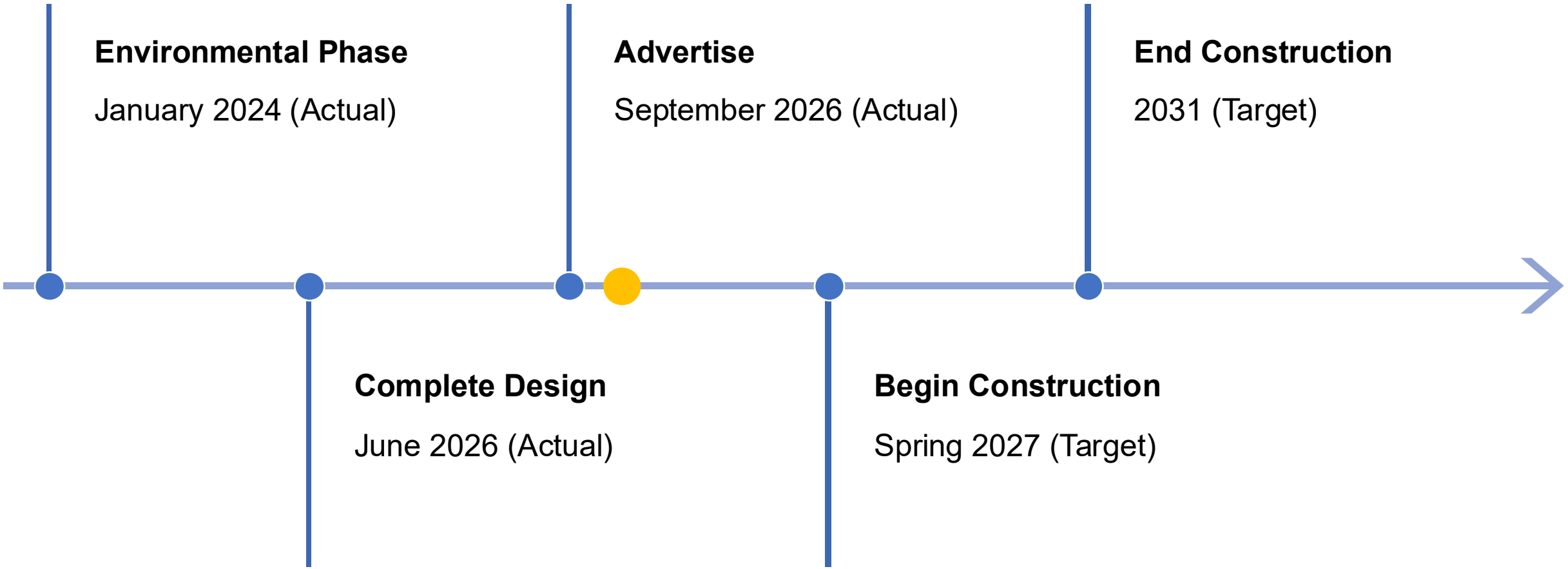
SCOPE

- Construction of elevated causeway for the most vulnerable section of SR 37 (US 101 to Atherton Ave)
- Address reoccurring flooding and sea level rise of projected year 2130 elevation.
- The first SR 37 ultimate resiliency projects; Novato Creek Bridge Replacement is the first construction package (Phase 1), anticipated begin construction in 2027.

COST

- $285M to fund Construction for first construction package (Phase 1): Novato Creek Bridge Replacement
- $1.7B – Causeway from US 101 to Atherton Ave (Phase 2), to be funded.

Flood Reduction - Phase 1: Schedule

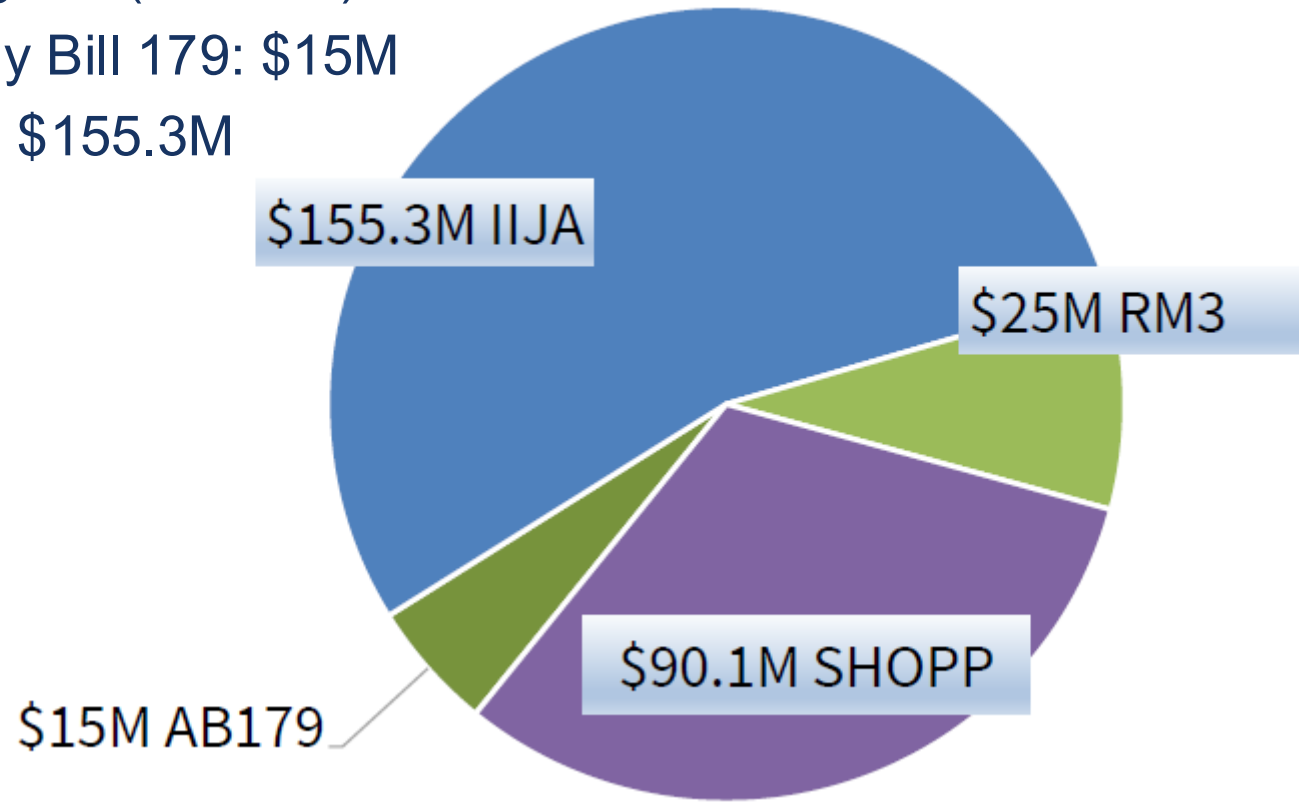


Flood Reduction - Phase 1: Funding

Funding Sources

- State Highway Operation and Protection Program (SHOPP): $90M
- General Fund by Senator McGuire's Assembly Bill 179: $15M
- Infrastructure Investment and Jobs Act (IIJA): $155.3M
- Regional Measure 3: $25M

Total Project Cost: $285M



Flood Reduction - Phase 1: Construction Staging



Video: https://youtu.be/NJuV850ZpFw

Flood Reduction - Phase 1: New Novato Creek Bridge



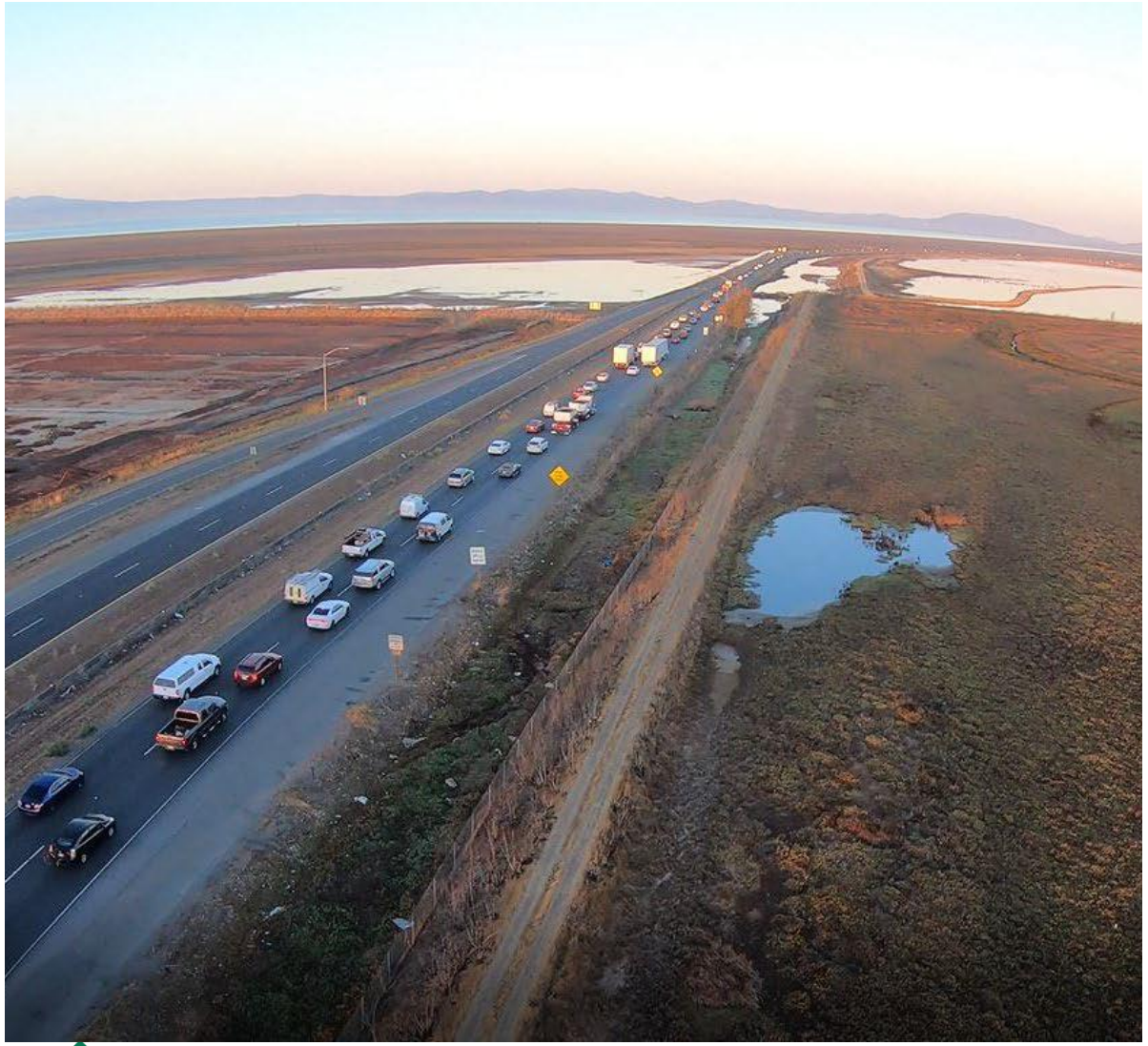
Flood Reduction - Phase 1: Aerial View from the South



Flood Reduction - Phase 1: Aerial View from the South-East

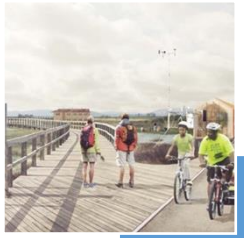


Sears Point to Mare Island Improvement (SPMII) Project



- Widen the existing two-lane section of State Route (SR) 37, from SR 121 to Mare Island in Vallejo
- Improve the SR 121 intersection.
- Decrease traffic and travel time
- Improve safety
- Enhance surrounding ecosystems
- Improve roadway resilience

SPMII Project Benefits



Quality of Life and Economic Vitality

- Reduce delays and improve travel time reliability
- Introduce transit and rideshare programs
- Enhance public access and the environment
- Implement a means-based toll discount program
- Improve access to jobs, recreation, and support goods movement
- Improve efficiency for emergency access and evacuation routes



Air Quality

- Reduce greenhouse gas emissions by minimizing traffic bottlenecks and vehicle idling
- Introduce tolling and HOV lanes to improve corridor efficiency
- Encourage carpooling, rideshare, transit use, and fewer vehicle trips that will reduce vehicle miles traveled (VMT)



Environment

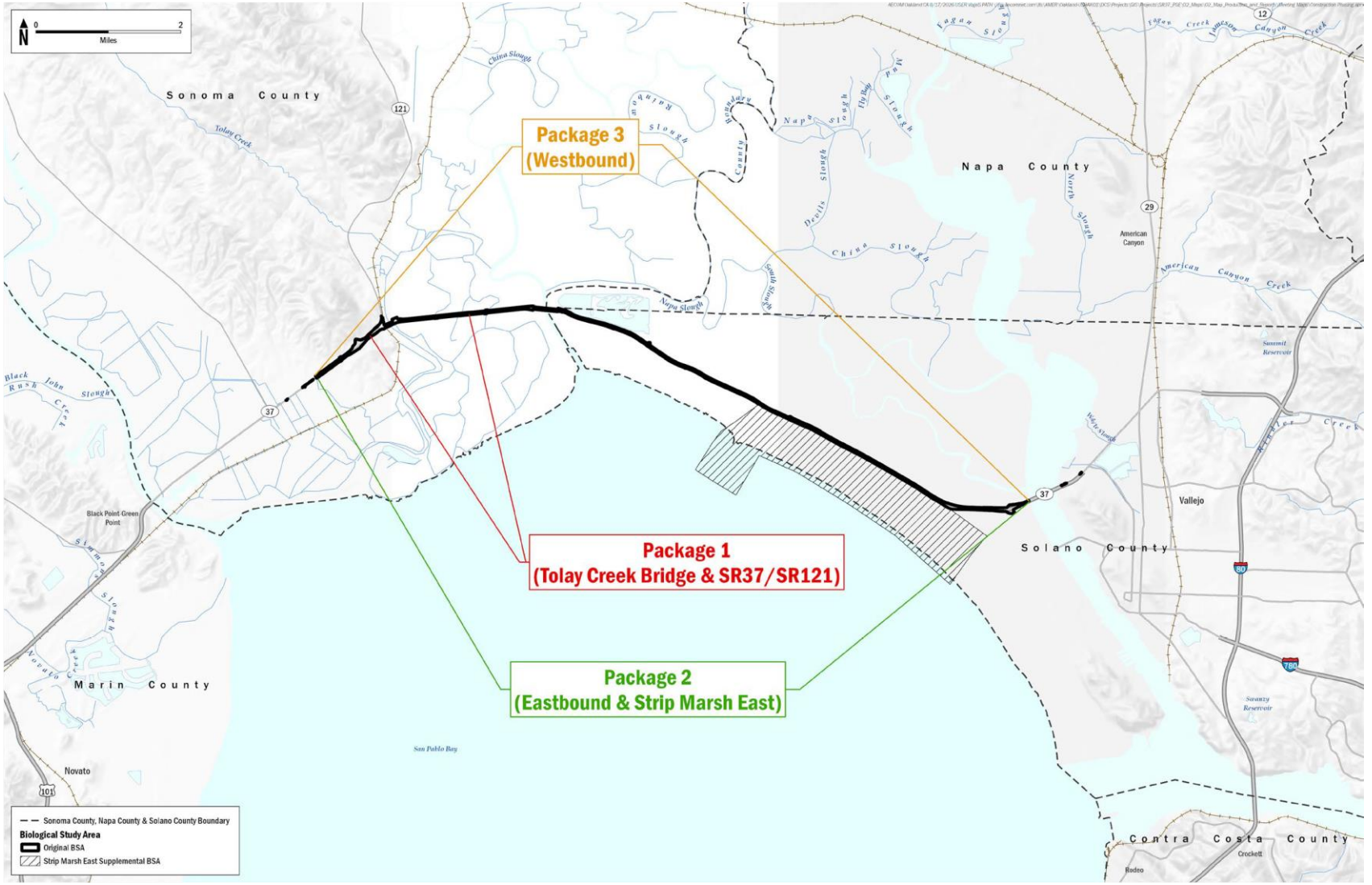
- Replace Tolay Creek Bridge to enable 250–300 acres of Baylands restoration
- Restore 900 acres at Strip Marsh East, supporting regional flood protection and habitat recovery
- Enable time-sensitive, infrastructure resilience solutions in response to rising sea levels

SPMII Project – 3 Construction Packages (CP)

CP1: Tolay Creek Bridge & SR37/SR121

CP2: Eastbound & Strip Marsh East

CP3: Westbound



SPMII Project – 3 Construction Packages (CP)

CP1: Tolay Creek Bridge & SR121 Intersection Improvements

- Replace the Tolay Creek Bridge
- Improve the SR 37/SR 121 intersection to reduce delays
- Raise the profile grade to remove low spots and prevent near-term flooding

CP2: Eastbound Improvements & Strip Marsh East Enhancement

- Expand the existing eastbound lane from one lane to two lanes (HOV + tolled lanes)
- Raise the profile grade at the locations to remove low spots and prevent near-term flooding
- Widen the Sonoma Creek Bridge
- Install tolling infrastructure and traffic management systems
- Restore the adjacent wetlands to also serve as shoreline protection
- Implement nearby public access improvements and new transit service

CP3: Westbound Improvements

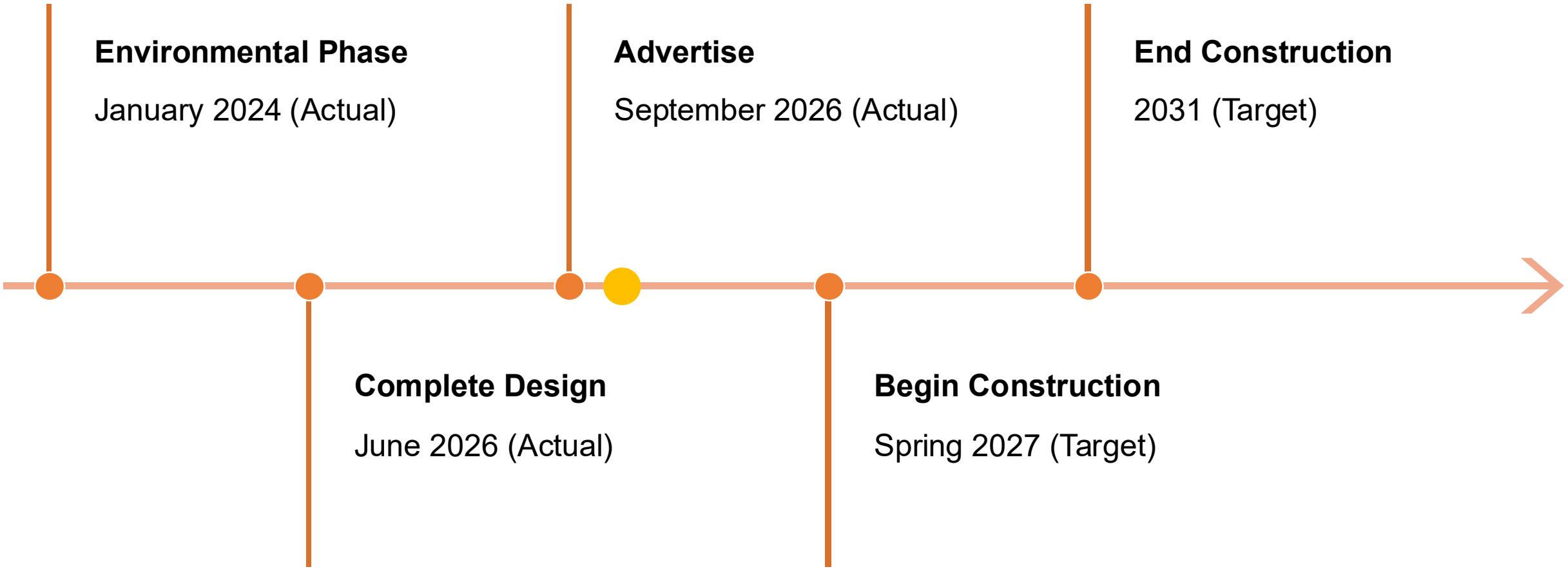
- Expand the existing westbound lane from one lane to two lanes (HOV + tolled lanes)
- Raise the profile grade to remove low spots and prevent near-term flooding

SPMII Project – CP1: Cost and Funding Plan

Fund Source	Amount
USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant	$20,000,000
Caltrans State Highway Operation and Protection Program (SHOPP)	$32,354,000
State Transportation Improvement Program (STIP) Funds	$12,793,000
Local Transportation Climate Adaptation Program (LTCAP) Grant	$50,000,000
Senate Bill 170 (from SCTCA)	$3,500,000
Regional Measure 3	$17,946,000
OBAG 3	$9,000,000
OBAG 4	$11,607,000
Total	**$157,200,000**

Cost includes right of way capital, construction capital, construction support and contingency costs.

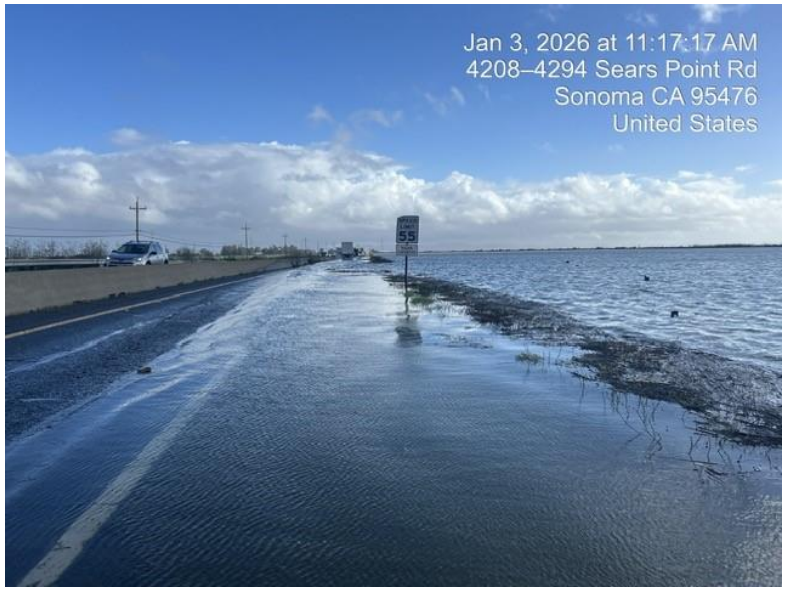
SPMII Project – CP1: Schedule

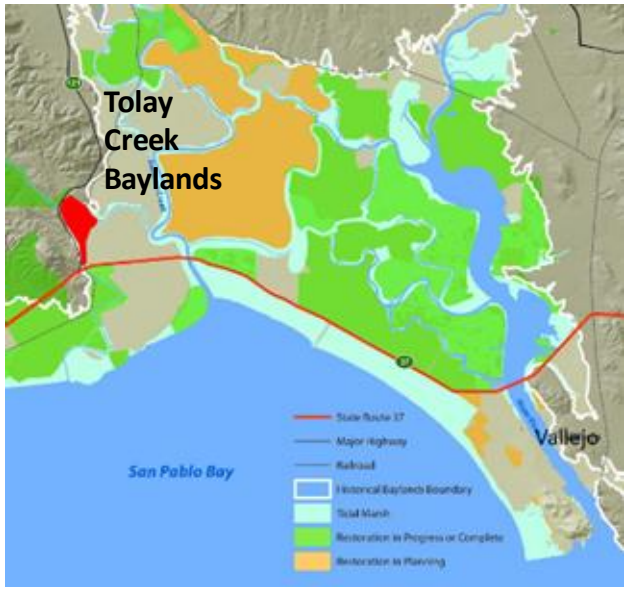


SPMII Project - CP1 Benefits

- Congestion Relief – Reduce Eastbound Congestion
- Resilience – Reduce Flooding Risks
- Ecology – Enable Planned Tolay Creek Baylands Restoration

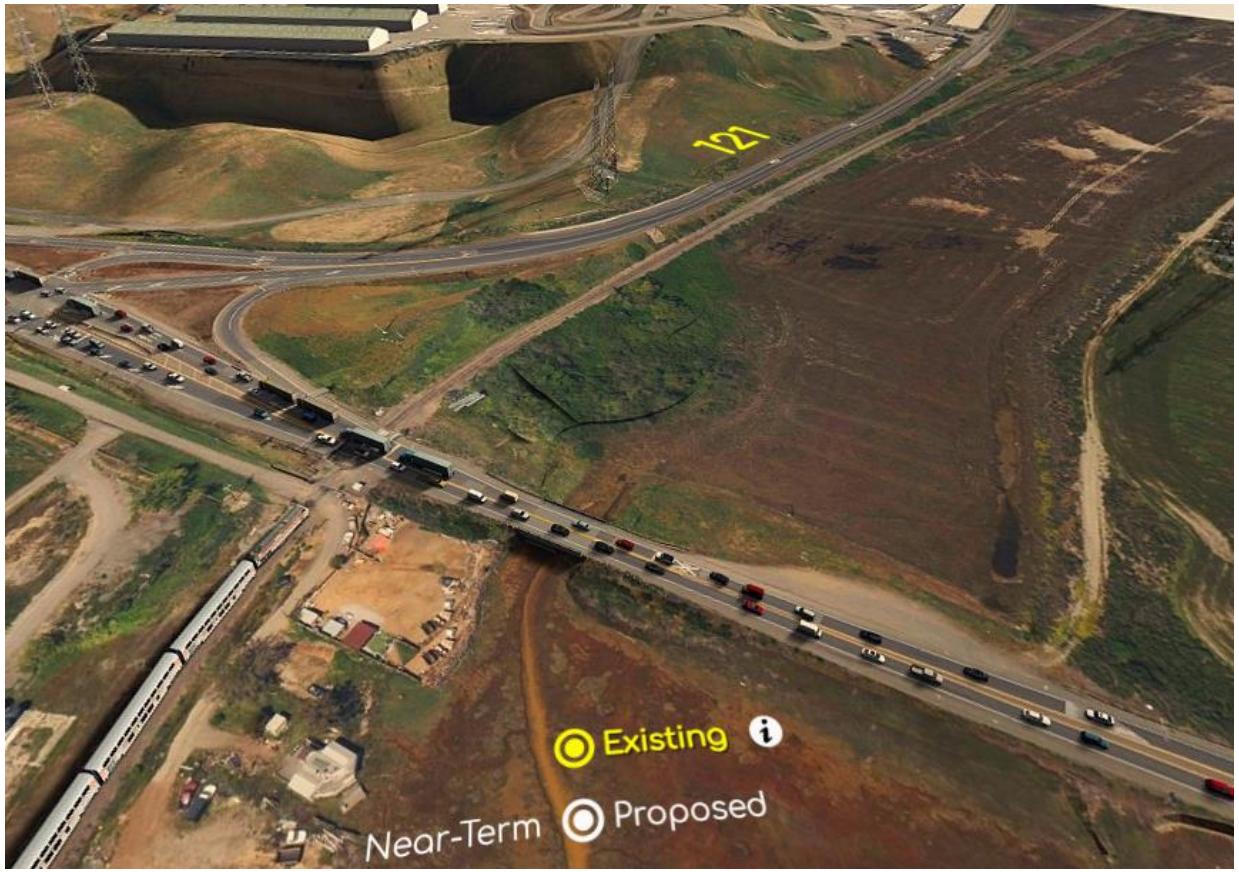




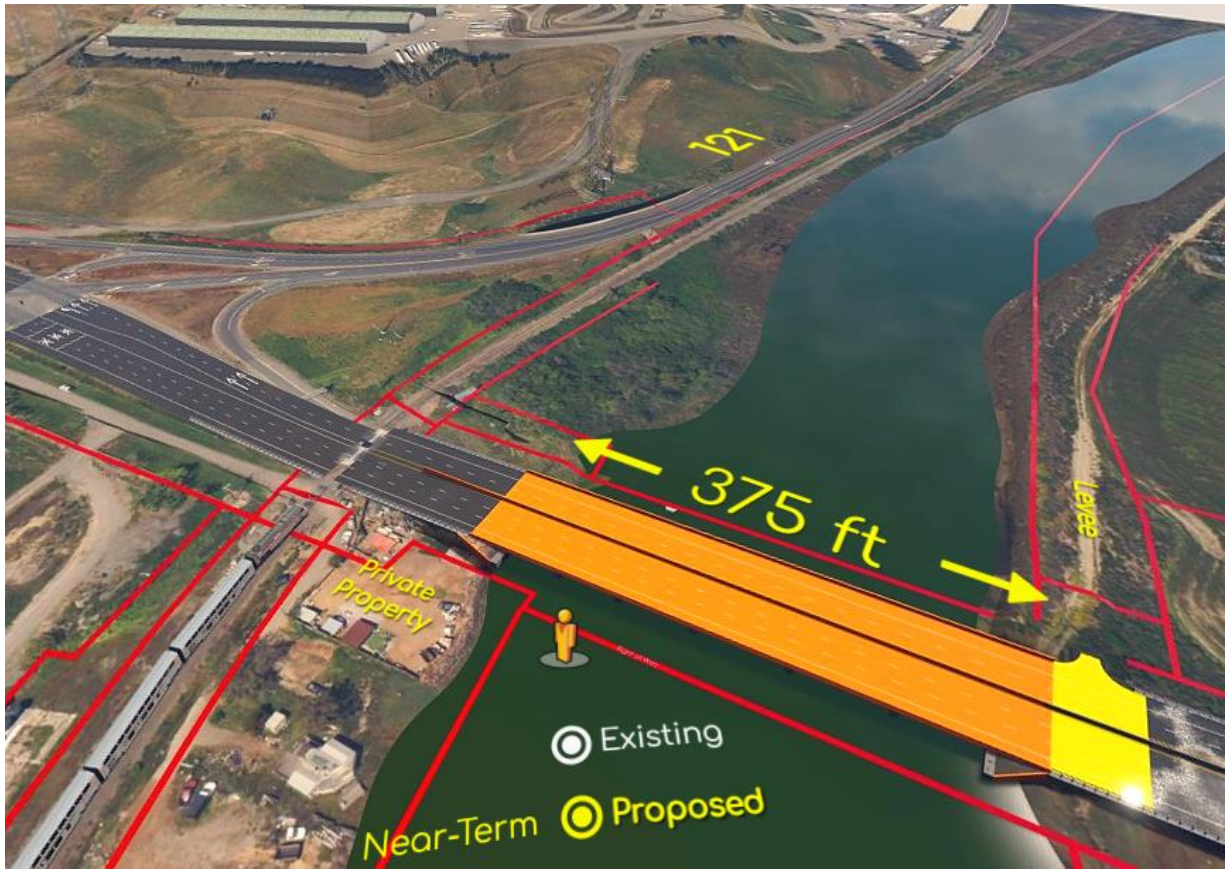


SPMII Project – CP1: Tolay Creek Bridge Replacement

Existing Tolay Bridge



Proposed New Tolay Bridge



Questions & Discussion

We appreciate your time.

