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STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, December 1st, 2022
DRAFT AGENDA

PLEASE NOTE: In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361 allowing remote meetings, this meeting will be accessible via Zoom videoconference and teleconference for all participants.

State Route 37 Policy Committee members will be video-conferencing into the meeting via Zoom. Members of the public who wish to listen to the State Route 37 Policy Committee meeting may do so via the following platform:

Please click the link below to join the webinar:
https://us02web.zoom.us/j/83585735210?pwd=UFRhc1dGSi9MNmxyZEEzYkxWSHNGZz09

Webinar ID: 835 8573 5210
Passcode: 739682

Call in: (669) 900-9128

PUBLIC COMMENT: Public comment on specific agenda items will be allowed during the meeting via Zoom by using the raise hand function. Verbal comments from call-in participants not using the Zoom Video platform may do so by pressing *9 (star 9),

Public comment will be limited to three (3) minutes.

MEETING AGENDA

ITEM

1. CALL TO ORDER AND INTRODUCTIONS **Chair David Rabbitt**

2. OPPORTUNITES FOR PUBLIC COMMENT

Public comment may be submitted in electronic written format. Please submit public comment by email before 5:00PM on 11/30/2022. Include "Public Comment" and the meeting name in the subject line of your email and limit written comments to three hundred (300) words. Send comments to Drew.Nichols@scta.ca.gov and they will be shared with all Board members and identified by the Clerk verbally at the meeting. Public comment will be allowed during the meeting via Zoom Meeting by using the raise hand function or for phone-in participants by pressing*9.

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Send comments to Drew.Nichols@scta.ca.gov and they will be shared with all Board members and identified by the Clerk verbally at the meeting.

3. CONSENT CALENDAR

3.1. Minutes of the September 1st, 2022 SR 37 Policy Committee Meeting* — **Drew Nichols, SCTA**

Recommendation:

Approve September 1st, 2022 SR 37 Policy Committee Meeting Minutes

4. DISCUSSION/INFORMATION ITEMS

4.1. Planning & Environmental Linkages Study*	**Tammy Massengale, CT**
4.2. Flood Reduction Project	**Ahmed Rahid, CT**
4.3. SMART Integration	**James Cameron, SCTA**
4.4. Resource Agency Partnering	**Andy Fremier, MTC** **Dina El-Tawansy, CT**
4.5. Sears Point to Mare Island Improvement Project	**Kevin Chen, MTC**
4.6. Transit Plan Update	**Brandon Thomson, STA**

5. COMMITTEE MEMBER COMMENTS / STAFF UPDATES — **All**

6. FUTURE TOPIC

6.1. Passenger Rail Planning
6.2. Status of Tolling Authority
6.3. North Bay RCIS Draft Document
6.4. Ecological Restoration and Integration

7. ADJOURNMENT

* Materials included

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Future Meeting Schedule (9:30-11am)
March 2, 2023**
June 1, 2023**
October 5, 2023**

**Proposed meeting dates

SR 37 Policy Committee Members:

SCTA	NVTA	TAM	STA
David Rabbitt, Sonoma County Board of Supervisors	Alfredo Pedroza, MTC Commissioner	Damon Connolly, MTC Commissioner	Erin Hannigan, Solano County Board of Supervisors
Victoria Fleming, MTC Commissioner	Belia Ramos, Napa County Board of Supervisors	Judy Arnold, Marin County Board of Supervisor s	Robert McConnell, Mayor City of Vallejo
Susan Gorin, Sonoma County Board of Supervisors	Leon Garcia, Mayor City of American Canyon	Eric Lucan, Mayor City of Novato	Jim Spering, MTC Commissioner

MTC	Caltrans
Therese McMillan, Executive Director	Dina El-Tawansy, District 4 Director – Bay Area

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PLEASE NOTE: In accordance with Assembly Bill 361, Governor Newsom's March 4, 2020 State of Emergency due to the COVID-19 pandemic, Sonoma County Public Health Officer's Recommendation for Teleconferenced Meetings, and Sonoma County Transportation Authority/Regional Climate Protection Authority's Concurrent Resolution 2022-001, this meeting was conducted by teleconference.

State Route (SR) 37 Policy Committee Meeting Minutes
9:30 a.m., Thursday, September 1, 2022

The Zoom video recording of this meeting can be viewed by clicking this link.

1. Call to Order/Introductions

Chair David Rabbitt called to order the State Route 37 Policy Committee at 9:37 a.m.

Policy Committee Members Present:

David Rabbitt, Chair	Supervisor, County of Sonoma
Judy Arnold	Supervisor, County of Marin
Damon Connolly	MTC Commissioner, Supervisor, County of Marin
Victoria Fleming	MTC Commissioner, Councilmember, City of Santa Rosa
Leon Garcia	Mayor, City of American Canyon
Susan Gorin	Supervisor, County of Sonoma
Eric Lucan	Councilmember, City of Novato
Alfredo Pedroza	MTC Commissioner, Supervisor, County of Napa
Jim Spering	MTC Commissioner, Supervisor, County of Solano

Policy Committee Members Absent:

Erin Hannigan, Vice Chair	Supervisor, County of Solano
Robert McConnell	Mayor, City of Vallejo
Belia Ramos	Supervisor, County of Napa

Executive Directors Present:

Daryl Halls, Solano Transportation Authority
Anne Richman, Transportation Authority of Marin
Suzanne Smith, Sonoma County Transportation Authority

Executive Directors Absent:

Kate Miller, Napa Valley Transportation Authority

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2. Opportunities for Public Comment

This item begins at 0:30 on the video recording.

The committee received public comment from Steve Birdlebough, Thomas Ells, and Gita Dev, each speaking on the topics related to transit operations along SR37, disappointment that the tolling legislation will not be moving forward, Highway 101 congestion and the use of transit to alleviate congestion, queue jumping for transit/carpooling, and on nature-based adaptation.

3. Consent Calendar

3.1. Minutes of the March 3, 2022 and June 2, 2022 State Route 37 Policy Committee Meeting

This item begins at 7:38 on the video recording.

Supervisor Spering moved for approval of the March 3, 2022 and June 2, 2022 meetings minutes; Supervisor Pedroza seconded.

The motion was approved through the following vote:

Aye: Arnold; Connolly; Fleming; Garcia; Lucan; Pedroza; Spering; Rabbitt.

Abstain: Gorin

Absent: Hannigan; McConnell; Ramos.

4. Discussion/Information Items

4.1. Sears Point to Mare Island Improvement Project (interim)

4.1.1. Status

This item begins at 8:55 on the video recording.

Kevin Chen, MTC, provided the committee with an update on the Sears Point to Mare Island Improvement Project. The presentation can be viewed by clicking this link.

Staff received questions and comments from Supervisor Spering, Supervisor Gorin, Mayor Lucan, Chair Rabbitt, and Supervisor Arnold on topics related to resource agencies, habitat restoration, multimodal approach, the efficacy of the project, the Tolay Creek bridge, and keeping this project moving forward.

4.1.2. Correspondence

This item begins at 44:33 on the video recording.

Rebecca Long provided an update to the committee on correspondence from MTC dated June 13, in response to Congressman Huffman's May 27, and the Baylands position paper that was updated in July.

Ms. Long recapped the points of each letter to the committee.

Staff received questions from Mayor Lucan and Supervisor Gorin on engaging in dialogues to support the Baylands strategies and working to do more to explore how to move forward together.

4.1.3. Tolling Options

This item begins at 53:27 on the video recording.

Rebecca Long further reported to the committee that SB 1050 (Dodd) is not moving forward and spoke on the next strategies that could be used to resolving the tolling challenges.

There were no comments from the committee on this item.

Chair Rabbit opened for Public Comment for Item 4.1.

The committee received public comment from Steve Birdlebough, Susan Stompe, Ariana Rickard, Barbara Salzman, Thomas Ells, Ed Schulze, and Gita Dev.

4.2. SMART Integration

This item begins at 1:27:46 on the video recording.

Suzanne Smith and Eddy Cummins presented to the committee on integrating SMART in the planning work for the State Route 37 corridor. Staff are seeking feedback from the committee on the proposal to amend the MOU to formalize SMART's integration.

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Supervisor Gorin, Mayor Garcia, Supervisor Spering, and Supervisor Arnold each commented on SMART's integration.

Chair Rabbitt opened for Public Comment.

The committee received public comment from Steve Birdlebough, Thomas Ells, and Rick Coates.

4.3. Planning and Environmental Linkages Study

This item begins at 1:27:46 on the video recording.

Tammy Massengale, Caltrans, presented to the committee an update on the PEL. This presentation is included in the agenda packet materials.

Staff received a question from Mayor Lucan on the timing for additional detail on the design of interchanges, etc. and on phases of the ultimate project.

Public Comment was received by Steve Birdlebough, Barbara Salzman, Gita Dev, Thomas Ells, Rick Coates, and Rick Fraites.

5. Committee Member Comments/Staff Updates

N/A

6. Future Topics

- Bipartisan Infrastructure Law Funding Opportunities
- Tolling Legislation and Expenditure Plan
- Restoration Projects and Funding Opportunities in San Pablo Bay
- Ultimate Environmental Phase Discussion

Included for the committee's interest.

7. Adjournment

The committee adjourned at 11:42 a.m.

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"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."

State Route 37 Corridor Ultimate Project (US 101 – I-80) Planning and Environmental Linkages (PEL) Study Policy Committee

December 1, 2022

PEL STUDY WORK SINCE FALL 2021

September – October 2021	November - December 2021	January - March 2022	April – July 2022	August – December 2022
• Finalize PEL Vision, Goals, and Purpose and Need	• Identify/refine evaluation criteria • Identify Alignments	• Finalize/Confirm Evaluation Criteria • Level 1 Alignments Screening: Initial Screening results	• Level 2 screening: Evaluate and compare alternatives	• Level 3 screening: Evaluate and compare alternatives • Finalize PEL Study Report
SWG Meeting September 2021	SWG Meeting December 2021	Public Meeting January 2022 SWG Meeting March 2022	SWG Meeting May 2022	SWG Meeting August 2022 Public Meeting Sept. 14, 2022

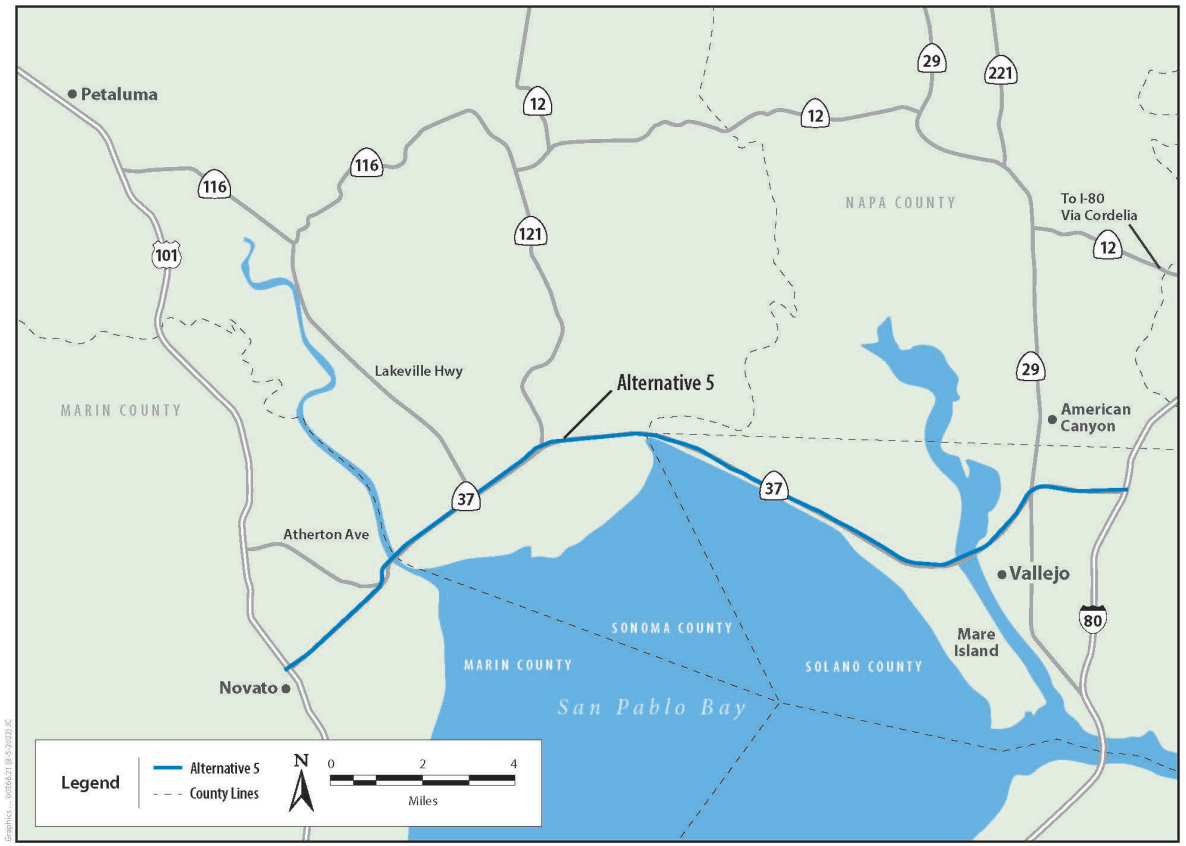
FINAL PEL STUDY PURPOSE STATEMENT

- Preserving a critical regional transportation corridor that is resilient to extreme events while integrating ecological resiliency which facilitates adaptation to sea level rise
- Providing reliable travel time and increasing average vehicle occupancy
- Providing safe mobility for bicyclists and pedestrians
- Maintaining and enhancing public access, including to recreational areas
- Providing equitable transit and multimodal transportation solutions that improve access for, and provides meaningful benefits to all users of SR 37, with special consideration of underserved communities

PEL Study Preferred Alternative

DESCRIPTION OF PREFERRED ALTERNATIVE: ALTERNATIVE 5

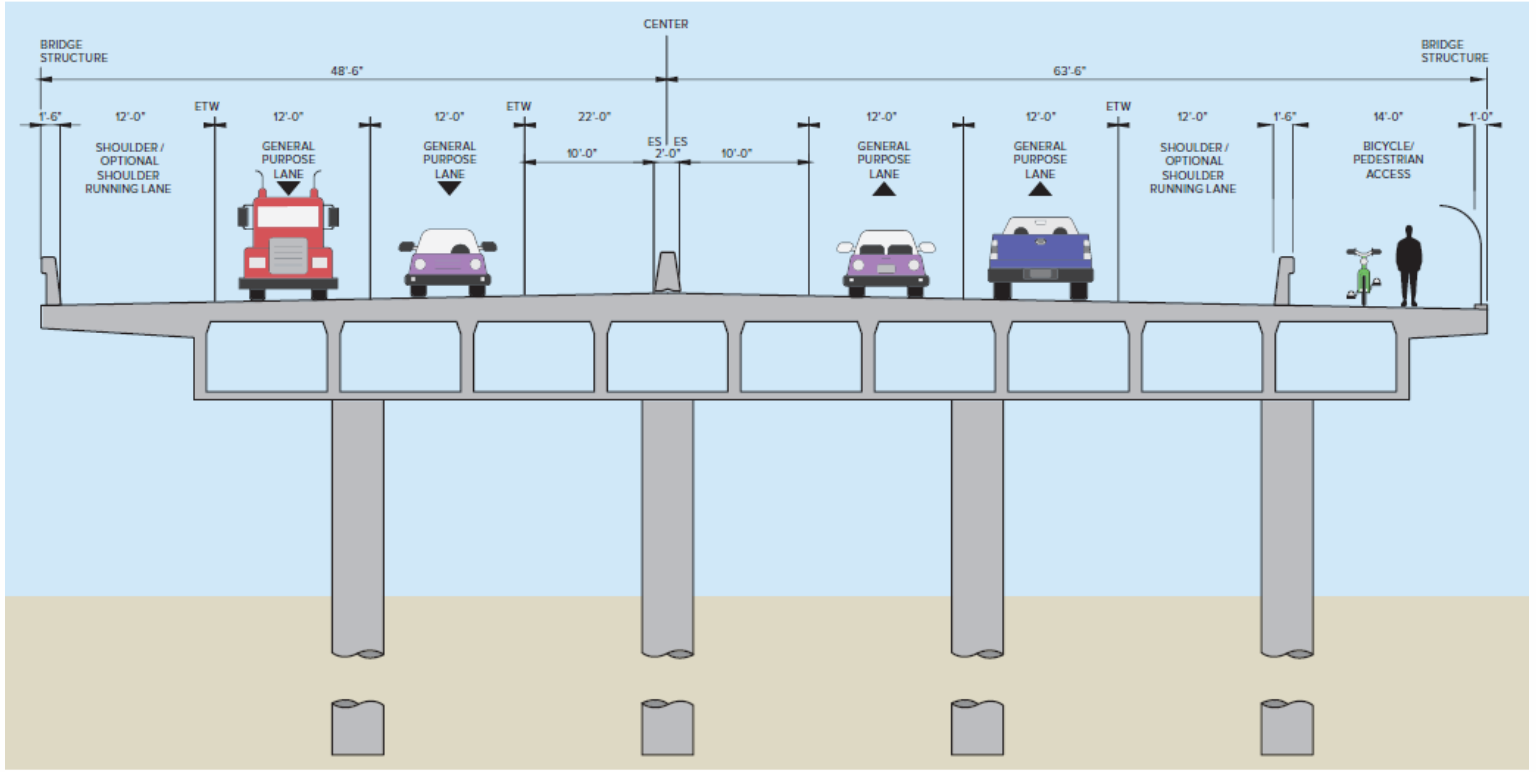
- Expressway Design
- Two travel lanes in each direction
- Shoulder running lane for peak period use
- 60 mph posted speed limit
- Bike and pedestrian accommodation – assumed on structure, design details TBD
- Primarily causeway, limited embankment
- Allows for removal of existing SR 37 fill in causeway sections
- Access through interchanges, intersections, and limited direct access points
- Opportunity for rail to be adjacent



State Route 37 Planning and Environmental Linkages Study
Alternative 5

PREFERRED ALTERNATIVE 5 PROFILE

4-LANES (2GP/2GP) WITH BICYCLE/PEDESTRIAN ACCESS - CAUSEWAY



R/W = RIGHT-OF-WAY
ES = EDGE OF SHOULDER
ETW = EDGE OF TRAVEL WAY

NOT TO SCALE

FEEDBACK

Alternatives

- Broad support for Alternative 5 (preferred alternative)

Design Considerations

- Accelerate placement of SR 37 on causeway
- Enable reliable bus service
- Compatibility with rail, transit, bicycle, and pedestrian infrastructure

NEXT STEPS INTO CEQA/NEPA

PEL Study has identified the existing SR 37 corridor for the ultimate solution – but more study is needed on:

- Causeway placement relative to existing road
- Interchanges – locations, design
- Access Points
- Bicycle/pedestrian lanes: on structure and/or cantilevered
- Tolling and future funding
- Rail/Transit

PEL
Implementation Plan

Approaches:

1. Prepare one environmental document that evaluates the temporary and permanent impacts of the entire preferred alternative for the SR 37 corridor at a project level of detail.

2. Prepare a programmatic environmental document for the preferred alternative as a whole followed by project-level reviews of individual segments.

Approaches:

3. Deliver the preferred alternative as a collection of smaller individual but related projects, each of which have logical termini and independent utility; prepare multiple individual environmental documents as each individual project is developed and funded for construction; assume cumulative impacts would only consider other planned and programmed (funded) projects as reasonably foreseeable, thus excluding from cumulative analysis the whole of the preferred alternative. Conduct consultations and obtain permits for each smaller project successively.

4. Deliver the preferred alternative as a collection of smaller individual but related projects

- Each will have logical termini and independent utility
- Prepare multiple individual environmental documents as each individual project is developed and funded for construction
- Each project-level document would include programmatic cumulative analysis for entire preferred alternative (largely based on PEL Study)
- Enter into programmatic consultations/seek obtain programmatic biological opinions from the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS).

IDENTIFYING LIMITS OF FUTURE SR 37 PROJECTS

The PEL team considered the following criteria to identify potential project limits for improvements that build towards the ultimate vision for the corridor:

- Constructability Challenges (staging, construction access)
- Interchanges and their transitions/ramps
- Changes in travel patterns (regional and local)
- Addresses access issues
- Large bridge structures and their long approaches
- Ability to demonstrate logical termini, independent utility, and not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. (CFR 771.111(f))

OTHER CONSIDERATIONS IN IDENTIFYING FUTURE SR 37 PROJECTS

- Funding availability
- Diverse geography of corridor – causeway, embankment, at-grade
- Addresses near term flooding that affects the existing functionality of SR 37
- Addresses near term transportation needs which affect the operational performance of existing SR 37
- Does not exacerbate transportation conditions on other sections of the corridor
- Allows for coordinated improvements and mitigation with other projects within or adjacent to the corridor, such as restoration efforts by others

Potential SR 37 Ultimate Project Limits

Section ID	County	Section Limits	Rationale
1	Marin	US-101/SR 37 Interchange	Interchange and Access Road Improvements
2	Marin	US-101 to Atherton Avenue (SR 37 Flood Reduction Project)	Long Stretch of Causeway
3	Marin	Atherton Avenue to Petaluma River Bridge	Embankment / At Grade, Access Issues
4	Marin/Sonoma	Petaluma River Bridge to East of San Pablo Bay National Wildlife Refuge Headquarters	Long Stretch of Causeway
5	Sonoma	San Pablo Bay National Wildlife Refuge Headquarters to SR 37/SR 121 Interchange at Sears Point	Long Stretch of Embankment /At Grade/
6	Sonoma	SR 37 /SR 121 Interchange at Sears Point	Interchange Improvements
7	Sonoma/Solano	SR 37/SR 121 Interchange to SR 37/Walnut Avenue Interchange at Mare Island	Long Stretch of Causeway
8	Solano	SR 37/Walnut Avenue Interchange at Mare Island to I-80	Causeway and Coordination of Multiple Interchanges

1 – US 101/SR 37 Interchange

- Since much of this interchange is currently elevated, there are opportunities to utilize existing portions in the preferred alternative.
- This section was identified as a possible stand-alone project in the event that the traffic operations or structure conditions deteriorate to a point that improvements become necessary.
- If sufficient funding becomes available, this section can also be combined with Section 2.

2 – US 101 to Atherton Avenue

- This section will help address current flooding issues at Novato Creek by converting existing at-grade sections to a raised causeway.
- At Atherton Avenue, the causeway would transition to the adjoining section to the east, which is at higher elevation than the at-grade section.
- This section could be constructed independently of the interchange in Section 1 and the at-grade roadway in Section 3.

3 – Atherton Avenue to Petaluma River Bridge

- At present, this section rises to about 75 feet above sea level and accordingly can more readily connect with adjacent elevated portions to the west (causeway to be constructed) and the east (the Petaluma River Bridge).
- This section was identified as a possible stand-alone construction project because it would make improvements to the at-grade section of the corridor and would allow for some access and interchange improvements at Black Point.
- If sufficient funding becomes available, this section could easily be combined with either Section 2 or Section 4.

4 – Petaluma River Bridge to East of San Pablo Bay National Wildlife Refuge Headquarters

- This section would be almost entirely on either a major bridge structure (over the Petaluma River) or causeway (remainder of section).
- The western limits would tie into the at-grade portions of Section 3 and the eastern limits would conclude where the causeway ties into the rising surface elevation east of the San Pablo Bay NWR Headquarters access.
- Because of the challenges of transitioning from a causeway to the existing ground surface, a causeway for the full length of the lower elevated portion of the corridor would be best as a single construction project.

5 – San Pablo Bay National Wildlife Refuge Headquarters to SR 37/121 Interchange

- Long stretch of at-grade roadway with portions on embankment connecting on the west to the causeway of Section 4 and on the east to the existing low ridge (about 100 feet above sea level) immediately west of the SR 37/SR 121 intersection.
- Although the functional benefit of this section as a stand-alone project would not be as useful as other sections, this portion of the corridor was identified as a possible construction project that could also (and likely will) be combined with either Section 4 or Section 6, depending on needs, timing, and funding availability for those sections.

6 – SR 37/121 Interchange at Sears Point

- Section 6 is a critical piece that must not only connect to the new embankment stretch to the west but also to the proposed new causeway to the east (Segment 7).
- This section must provide connectivity to SR 121 and raise the elevation of SR 37 over the existing railroad tracks.
- This project would be an interchange project to improve traffic operations between SR 37 and SR 121.
- Because of the high cost associated with a major interchange such as this, it was identified as a possible stand-alone improvement.
- It could also be combined with Section 5 or Section 7 if funding became available.

7 – SR 37/121 to SR 37/Walnut Avenue on Mare Island

- Long stretch of causeway, as a possible stand-alone project, running east from the SR 37/SR 121 interchange to the Walnut Avenue interchange, where the existing SR 37 transitions from at grade to the Napa River Bridge.
- The western limits would tie into the elevation of the interchange but also sufficiently address sea level rise and railroad clearance limits. The eastern limits would tie into the existing interchange at Walnut Avenue

8 – SR 37/Walnut Avenue on Mare Island to I-80

- At the Walnut Avenue interchange, the proposed causeway to the west would connect with the existing higher-elevation Napa River Bridge.
- Approaching the SR 29 intersection, existing SR 37 rises to existing structures with a lane configuration similar to the preferred alternative.
- As SR 37 approaches I-80, its elevation is greater than 100 feet above sea level and adaptation to sea level rise is not as important; therefore, portions of the existing SR 37 roadway can be incorporated/adapted into the preferred alternative and its typical section with less effort and cost.
- Improvements on this section would also need to consider reconstructing the interchanges along this portion of the corridor.
- It is possible that Section 8 can also be broken down to smaller projects focused on one interchange at a time.

Questions/Discussion