RESILIENTSR37

State Route (SR) 37 Policy Committee
Meeting Minutes
9:30 a.m., Thursday, September 4, 2025

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

1. Call to Order/Introductions

Chair Eric Lucan called to order the State Route 37 Policy Committee at 9:43 a.m.

Policy Committee Members Present:

Eric Lucan, Chair	Supervisor, County of Marin
Pat Eklund	Councilmember, City of Novato
Rebecca Hermosillo, Vice-Chair	Supervisor, County of Sonoma
Mark Joseph	Councilmember, City of American Canyon
Amber Manfree	MTC Commissioner, Supervisor, County of Napa
Mitch Mashburn	MTC Commissioner, Supervisor, County of Solano
Stephanie Moulton-Peters	MTC Commissioner, Supervisor, County of Marin
Andrea Sorce	Mayor, City of Vallejo

Policy Committee Members Absent:

David Rabbitt	Supervisor, County of Sonoma
John Vasquez	Supervisor, County of Solano
Pierre Washington	Mayor, City of American Canyon
Victoria Fleming	MTC Commissioner, Councilmember, City of Santa Rosa

Executive Directors Present:

Andy Fremier, Metropolitan Transportation Commission
Anne Richman, Transportation Authority of Marin
Danielle Schmitz, Napa Valley Transportation Authority
Daryl Halls, Solano Transportation Authority
Doanh Nguyen, Caltrans, Acting Chief Deputy District Director
Eddy Cumins, Sonoma-Marin Area Rail Transit
James Cameron, Sonoma County Transportation and Climate Authorities

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2. Consent Calendar

2.1. Minutes of the July 10, 2025 State Route 37 Policy Committee Meeting

This item begins at 6:11 on the video recording.

Supervisor Moulton-Peters moved for approval of the July 10, 2025 meeting minutes, Councilmember Joseph seconded.

The motion was approved unanimously.

3. Discussion/Information Items

3.1. Communications

This item begins at 6:44 on the video recording.

Bart Ney, Caltrans, and Nick Burton, STA presented the new public animation video illustrating the navigation of the Fairgrounds/Diverging Diamond Interchange in Vallejo.

In response to Councilmember Eklund, Bart Ney explained that diverging diamond interchanges have been successful in other parts of the region.

Tiffanee Jones, District Director for California's 11th Assembly District, expressed support for the diverging diamond interchange, and commented on the importance of public outreach to educate the community on navigating the new interchange.

In response to Supervisor Manfree, Bart Ney explained that the informational video will be available on the Caltrans District 4 website, as well as Resilient37.org, and all other partner agencies' websites.

Public Comment

City of Vallejo District 6 Councilmember Helen-Marie Gordon commented on the importance of painting a stop bar in advance of the crosswalk as an additional safety precaution for pedestrians.

3.2. Roadway and Ecological Resilience

This item begins at 18:05 on the video recording.

Javier Mendivil, Caltrans, Jeanette Weisman, MTC, Erin Chappell, California Department of Fish and Wildlife, and Julian Meisler, Sonoma Land Trust presented this item for discussion.

In response to Supervisor Manfree, Julian Meisler highlighted the diverse wildlife and ecological considerations within the project area near Tolay Regional Park and Tolay Creek Baylands and explained that the area's alluvial fan may provide habitat for rare plant species. Julian Meisler also noted that there is potential for fish movement within Tolay Creek; and that ongoing efforts include deploying cameras and conducting biological surveys to better understand existing conditions and inform project planning.

In response to Councilmember Eklund, Julian Meisler confirmed that the ultimate plan is to elevate Highway 37 and that details on the preferred alternative are available in the Sonoma Creek Baylands Strategy, which is posted on the project website. Julian Meisler also explained that coordination with SMART is ongoing to evaluate existing culverts and potential drainage improvements; and that regarding Highway 121, the current plan relies on an underpass rather than elevation.

Public Comment

In response to Kate Powers, Javier Mendivil confirmed that the figure presented is to scale and generally representative of typical site conditions along the corridor, though variations exist throughout. Some sections will include retaining walls rather than the Highway 101-style fill shown in the figure and that the figure was intended to illustrate the most impactful section. Regarding acreage, Javier Mendivil noted that analysis to date has focused on fill volume (cubic yards), and while rough estimates were developed, area calculations have not yet been completed. Julian Meisler explained that Tolay Creek and Sonoma Creek are generally not connected, except during high storm flows or extreme high tides, when limited connectivity may occur. This interaction will be further examined through upcoming hydrologic modeling. In response to questions about sea level rise and long-term resilience, Julian Meisler noted that the project's design incorporates transition and upland areas, which will provide space for marsh migration as sea levels rise, enhancing the site's overall ecological resilience.

Tom Conlon expressed concern about the potential impacts of a steeper, more vertical roadway design compared to previous, more gradual concepts, and inquired whether hydraulic modeling has evaluated how this

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change in geometry could affect storm surge dynamics and whether the roadway would need to function more like a retaining wall than a berm. Tom Conlon also inquired about the effects on surrounding marsh areas, such as the East Marsh, which could be altered or reduced by a more hardened design; and requested that future presentations include additional explanation and analysis of these potential impacts.

3.3. Long-term: Novato Creek Bridge Replacement Fully Protected Species Legislation

- Project Details & Construction Phasing

This item begins at 1:11:47 on the video recording.

Javier Mendivil, Caltrans, presented this item for discussion, which included a video on the planned construction staging of the project.

In response to Councilmembers Eklund and Joseph, Javier Mendivil confirmed that Phase 2 of the Flood Reduction Project involves elevating Highway 37 between U.S. 101 and Atherton Avenue, completing the remaining segment beyond the existing roadway improvements; the bridge is expected to open in 2029, and will be 26 feet high; permit applications are in progress, and that preliminary feedback from regulatory agencies has been generally supportive, and no significant concerns have been raised to date.

Chair Lucan commented that having a visualization of the construction staging for the ultimate alignment, built along the same path as the current roadway, will be helpful for future planning along other portions of the corridor.

There was no public comment on this item.

3.4. Near-term: Sears Point to Mare Island Improvement Project
- Resilience
- Fill Removal
- Fully Protected Species Legislation

This item begins at 1:21:50 on the video recording.

Jeanette Weisman announced that the Resilience and Fill Removal portions of this item will be carried forward to a future meeting for discussion.

Daryl Halls, STA, reported that the protective species legislation, AB 697 carried by Lori Wilson, passed the third reading with a vote of 36 to 0 and four abstentions and is now on the governor's desk. He thanked Lori Wilson's office for sponsoring the bill, Chris Cabaldon for floor management in the Senate, Senator McGuire for ongoing support, and Supervisors Mitch Mashburn and Stephanie Moulton-Peters for their early testimony. He also acknowledged the contributions of MTC and CTA staff, noting that it has been a team effort; and mentioned that support letters will be needed as the bill moves to the next step.

There was no public comment on this item.

4. Public Comment for Items not on the Agenda

This item begins at 1:23:39 on the video recording.

There was no public comment on this item.

5. Future Meeting Schedule
5.1. November 6, 2025 – Sonoma County
5.2. February 5, 2026 – Napa County

6. Future Topics
6.1. Innovative Financing and Project Delivery
6.2. FHWA Toll Program
6.3. SMART Update

Included for the committee's interest.

7. Adjournment

The committee adjourned at 11:07 a.m.

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