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STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, May 7, 2026

PLEASE NOTE:
The State Route 37 Policy Committee will be a hybrid meeting with Policy Committee members meeting in-person at:

Farragut Inn, 1750 Club Drive, Vallejo, CA 94592 (Touro University)

Members of the public who wish to watch the livestream of the meeting on Zoom may do so through the following link:

Zoom:

https://us02web.zoom.us/j/83362414160?pwd=36SbhsihjIaekSYQTaOPzfPIDa2UE6.1

Webinar ID: 833 6241 4160

Passcode: 458972

MEETING AGENDA

ITEM	
1. CALL TO ORDER	**Chair Mitch Mashburn**
2. CONSENT CALENDAR	**Josue Jimenez, STA**
2.1. Minutes from the February 5, 2026 SR 37 Policy Committee Meeting*	
3. DISCUSSION/INFORMATION ITEMS	
3.1. Communications*	**Bart Ney, CT**
- Construction Updates and Newsletter	
- Traveler Survey	**Jeanette Weisman, MTC**
3.2. Near-term: Sears Point to Mare Island Improvement*	**Kevin Chen, MTC**
- Funding, Permitting, schedule	**Javier Mendivil, CT**
3.3. Novato Creek Bridge Replacement*	**Javier Mendivil, CT**
3.4. Innovative Project Delivery*	**Jeanette Weisman, MTC**

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Public comments may be submitted in advance of the meeting in electronic written format. Please submit public comment by email by noon on May 6th. 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 jdoucette@tam.ca.gov, and they will be shared with all Board members and identified by the Clerk verbally at the meeting.

Public comments will be allowed during the meeting in person or via Zoom Meeting by using the raise hand function or for phone-in participants by pressing*9.

5. FUTURE MEETING SCHEDULE

5.1. September 3, 2026 – Marin County

5.2. December 3, 2026 – Sonoma County

6. FUTURE TOPICS

6.1. Baylands Restoration Project Update

7. ADJOURNMENT

* Materials included

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SR 37 Policy Committee Members:

County of Marin

Eric Lucan
Marin County Board of Supervisors

Stephanie Moulton-Peters,
Marin County Board of Supervisors,
MTC Commissioner

Pat Eklund,
City of Novato

County of Sonoma

David Rabbitt
Sonoma County Board of Supervisors

Victoria Fleming,
MTC Commissioner
City of Santa Rosa

Rebecca Hermosillo, Vice-Chair
Sonoma County Board of Supervisors

County of Napa

Amber Manfree
Napa County Board of Supervisors,
MTC Commissioner

Pierre Washington
Mayor, City of American Canyon

Mark Joseph
City of American Canyon

County of Solano

Andrea Sorce
Mayor, City of Vallejo

Mitch Mashburn, Chair
Solano County Board of
Supervisors, MTC Commissioner

John Vasquez
Solano County Board of
Supervisors

Yocha Dehe Wintun Nation

Yvonne Perkins, Tribal Heritage
Preservation Officer

Federated Indians of the Graton Rancheria

Buffy McQuillen, Tribal Heritage
Preservation Officer

Congressional District 2

Shane Trimmer, District Director

Congressional District 4

Brendan Sweeney, District
Representative

Congressional District 8

Debbi Gibbs,
District Director

State Senate District 2

Kerrie Lindecker, District Director

State Senate District 3

Alex Pader, District Director

State Assembly District 12

Melissa Apuya, District Director

State Assembly District 11

Tiffanee Jones, District Director

State Assembly District 4

Tracy Krumpen,
District Director

Caltrans

David Ambuehl, District 4 Acting
Director – Bay Area

MTC

Andrew Fremier, Executive
Director

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State Route (SR) 37 Policy Committee
Meeting Minutes
9:30 a.m., Thursday, February 5, 2026

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 9:33 a.m.; and announced that Supervisor Moulton-Peters and Supervisor Manfree were participating remotely under sections 54953(c) and 54953.8.3, respectively, of the Ralph M. Brown Act.

Policy Committee Members Present:

Pat Eklund	Councilmember, City of Novato
Rebecca Hermosillo, Vice-Chair	Supervisor, County of Sonoma
Mark Joseph	Councilmember, City of American Canyon
Eric Lucan, Chair	Supervisor, County of Marin
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
Pierre Washington	Mayor, City of American Canyon

Policy Committee Members Absent:

Victoria Fleming	MTC Commissioner, Councilmember, City of Santa Rosa
David Rabbitt	Supervisor, County of Sonoma
John Vasquez	Supervisor, County of Solano

Executive Directors/Representatives Present:

David Ambuehl, Caltrans
Nick Burton, Solano Transportation Authority
James Cameron, Sonoma County Transportation Authority Climate Authorities
Eddy Cumins, Sonoma-Marin Area Rail Transit
Andrew B. Fremier, Metropolitan Transportation Commission
Anne Richman, Transportation Authority of Marin
Danielle Schmidt, Napa Valley Transportation Authority

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2. Consent Calendar

2.1. Minutes of the November 6, 2025 State Route 37 Policy Committee Meeting

This item begins at 5:39 on the video recording.

Supervisor Mashburn moved for approval of the November 6, 2025 meeting minutes, which was seconded by Councilmember Eklund. A roll call vote was conducted, and the motion passed unanimously.

There was no public comment received on this item.

3. Policy Committee Chair/Vice-Chair Elections

This item begins at 6:30 on the video recording.

The Committee held elections of officers for the SR 37 Policy Committee.

Councilmember Eklund nominated and moved Supervisor Mashburn for the position of Chair, and Supervisor Manfree for the position of Vice-Chair, which was seconded by Councilmember Joseph. A roll call vote was conducted, and the motion passed unanimously.

There was no public comment received on this item.

4. Discussion/Information Items

4.1. Communications

- Construction, Program Update

This item begins at 8:48 on the video recording.

Bart Ney, Caltrans, provided updates on construction, communications, and the impacts of the January 2026 storm events.

In response to Mayor Sorce, Caltrans staff acknowledged the need for additional outreach in Vallejo regarding tolling, equity, and project purpose. Staff also noted that the January 2026 flooding increased the urgency of advancing the project and confirmed plans for a follow-up public outreach meeting later this spring.

Supervisor Moulton-Peters commented that, following the recent storm events, a similar sense of urgency was felt in Marin County with regard to flooding concerns along the U.S. 101 corridor; and emphasized that strip marsh improvements on SR 37 should be treated as an integral component of the roadway project because of their role in addressing future flooding.

Mayor Washington commented that concerns about travel delays on State Route 37 remain significant and noted strong public support for timely project delivery, including willingness to pay a toll to avoid rerouting.

There was no public comment on this item.

4.2. Near-term: Sears Point to Mare Island Improvement

- Updated cost estimate

This item begins at 20:12 on the video recording.

Kevin Chen, MTC, and Javier Mendivil, Caltrans, presented this item for discussion.

In response to Councilmember Eklund, staff stated that Phase 1 remains on schedule and that no delay is currently proposed for Phases 2 or 3. Staff noted that the primary risk is a funding shortfall, which could jeopardize Phase 1 funding and have broader impacts on the overall project. Staff also explained that funding identified for Phase 2 is tied specifically to that phase and cannot easily be shifted, and that discussions among project partners are ongoing regarding options to close the funding gap.

Supervisor Mashburn stated that Solano County is facing significant fiscal constraints and cannot readily contribute additional funding to address the project shortfall; and emphasized that the County must prioritize essential public services and basic community needs over transportation funding commitments.

Councilmember Joseph and staff discussed project cost uncertainty, with staff noting that bid results will remain unknown until bids are received and that the design-build approach may help reduce costs; they also discussed the funding shortfall, including the need for continued coordination among project partners and the limited ability of local agencies to provide additional funding.

Supervisor Manfree and David Ambuehl, Caltrans, discussed the challenges of securing local support and funding for the project, particularly in areas with fewer SR 37 commuters; the corridor's significance within Caltrans' broader climate resilience efforts and the potential to pursue partnerships and supplemental funding from

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resource and environmental agencies in recognition of the project's ecological co-benefits.

Mayor Sorce commented that state and federal sources appear to be the most viable funding options, while also encouraging exploration of creative local cost-saving and revenue-generating strategies; cited potential opportunities such as beneficial reuse of dredged material, solar-related revenue concepts, and other unconventional financing approaches; and expressed Vallejo's willingness to help advance those efforts.

Vice-Chair Hermosillo commented that exploring additional and creative funding options will be important and emphasized that SR 37 is a regional asset that affects all partner counties because of shared workforce and travel patterns; and noted the importance of a collective, multi-county approach to advancing a common solution.

In response to Councilmember Eklund, staff explained that the project requires lightweight fill because of site conditions and settlement concerns, limiting the ability to reduce costs through alternative fill materials; staff added that they are exploring other cost-saving measures, including potential beneficial reuse of excavated material, and agreed on the need to identify creative solutions to address rising project costs.

Supervisor Mashburn commented that commercial and trade users of the corridor should share more directly in addressing the project funding gap, noting the corridor's importance to goods movement and regional industry; and suggested that tolling or similar user-based strategies for commercial vehicles should be considered so that the financial burden does not fall disproportionately on residents and local public services.

Councilmember Joseph commented that, in addition to contributions from private-sector corridor users, future phases of the project may benefit from pursuing freight- and goods movement-related grant funding; and emphasized that, as a multi-benefit project, SR 37 should draw from multiple funding sources, including environmental and conservation-related opportunities.

Chair Lucan and staff discussed the status and sequencing of the project, with staff confirming that Package 1 is at 100 percent design and that subsurface investigations may help inform future long-term improvements; they also discussed the relationship between Packages 1 and 2, with staff noting that the benefits and funding assumptions for Package 2 depend in part on completion of Package 1 and that further evaluation would be needed if project sequencing changes.

Public Comment

Duane commented that recent king tide flooding underscores the increasing vulnerability of the corridor to future storm events and sea level rise; urged consideration of a new, higher-elevation North Bay crossing as a longer-term solution; and stated that periodic closures may need to be expected in the interim.

Kate Powers commented that, as potential design and construction changes are considered to address project cost increases, associated environmental impacts should also be carefully evaluated, including potential effects on adjacent marsh areas, dewatering activities, fill materials, and stormwater-related features.

Tom Conlon commented that the increasing cost and continuing flood vulnerability of the interim project raise broader questions about its long-term viability and value; and suggested that, if funding cannot be secured, project partners may wish to reconsider the current approach and focus on a more durable long-term solution, while also cautioning against overstating the project's environmental benefits.

4.3. Long-term: Novato Creek Bridge Replacement

This item begins at 1:07:31 on the video recording.

Javier Mendivil, Caltrans, presented this item for discussion.

In response to Councilmember Eklund, staff explained that required federal permitting remains a significant schedule risk because issuance of the biological opinions is necessary for completion of the Section 404 permit process; and noted that agency staffing constraints and statutory review timelines could extend permit issuance beyond the project's funding deadline and added that support from committee members

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in encouraging federal agency prioritization could be helpful.

There was no public comment on this item.

4.4. Long-term Project Draft Aesthetic Master Plan

This item begins at 1:13:55 on the video recording.

Joaquin Pedrin and Diana Pink, Caltrans, presented this item for discussion.

Supervisor Mashburn commented on the importance of coordination with tribes and local resource conservation districts (RCD) regarding landscape planning and native plant selection, and recommended outreach to the Solano RCD in particular because of its work on regional native plant production and collaboration with tribes.

In response to Councilmember Eklund, staff explained that lighting remains included in the project design and will incorporate shielding measures to minimize effects on nocturnal habitat, while still supporting safe use of the pedestrian and bicycle pathway at night; Councilmember Eklund indicated an interest in further offline discussion with staff regarding lighting and stormwater.

Chair Lucan commented that project lighting for the pathway should balance user safety with minimizing light pollution and encouraged continued coordination with bicycle coalitions and pathway user groups.

There was no public comment on this item.

4.5. SMART Novato-Suisun Project Study Report

This item begins at 1:30:40 on the video recording.

Shannon Simonds and Bryce Goldstein, Caltrans Rail, presented this item for discussion.

In response to Councilmember Joseph, staff stated that American Canyon would likely remain a station location under the scenarios currently being considered, while noting that all station locations remain subject to further analysis and coordination with related rail planning efforts; Councilmember Joseph expressed support for ensuring that American Canyon remains part of the project.

Mayor Sorce commented in support of including Vallejo in the corridor investment, emphasizing the city's potential role as a multimodal hub connecting rail, ferry, bus, and regional transit services; noted the importance of supporting future activity on Mare Island; and urged a long-term approach that avoids excluding communities from major transportation investments.

Public Comment

Kate Powers asked how the rail alternatives would relate to the planned Highway 37 causeway, including whether the rail alignment would also be elevated out of the marsh and whether it would be integrated with or separate from the ultimate roadway causeway project.

In response to the public commenter, staff explained that the rail alternative along SR 37 is generally envisioned as an elevated causeway structure and would likely be a separate structure from the ultimate highway causeway because of different loading requirements, although the concept remains preliminary. Staff also noted that current cost assumptions may not yet reflect potential efficiencies from shared right-of-way, air rights, or other coordination with the highway project, which could reduce costs as alternatives are further refined.

5. Public Comment for Items not on the Agenda

There was no public comment on this item.

6. Future Meeting Schedule
- 6.1. May 7, 2026 – Solano County
- 6.2. September 3, 2026 – Marin County
- 6.3. December 10, 2026 – Sonoma County

7. Future Topics
- 7.1. Toll Program Development
- 7.2. Innovative Financing and Project Delivery
- 7.3. Baylands Restoration Project Update

Included for the committee's interest.

8. Adjournment

The committee adjourned at 11:21 a.m.

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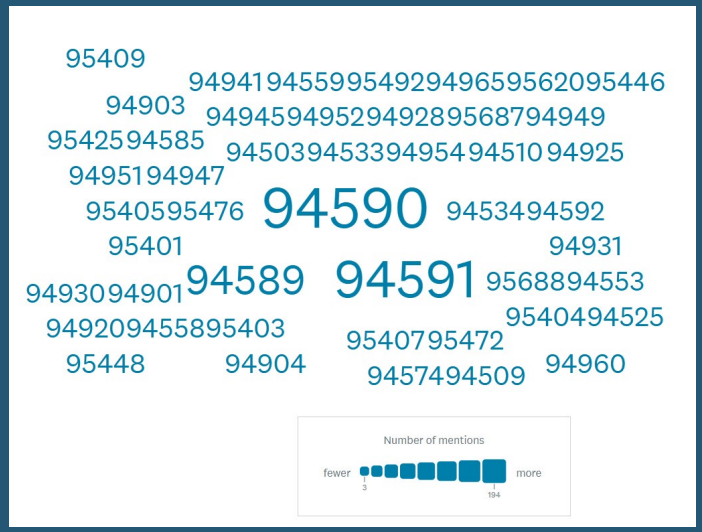
3.1 Travelers Survey

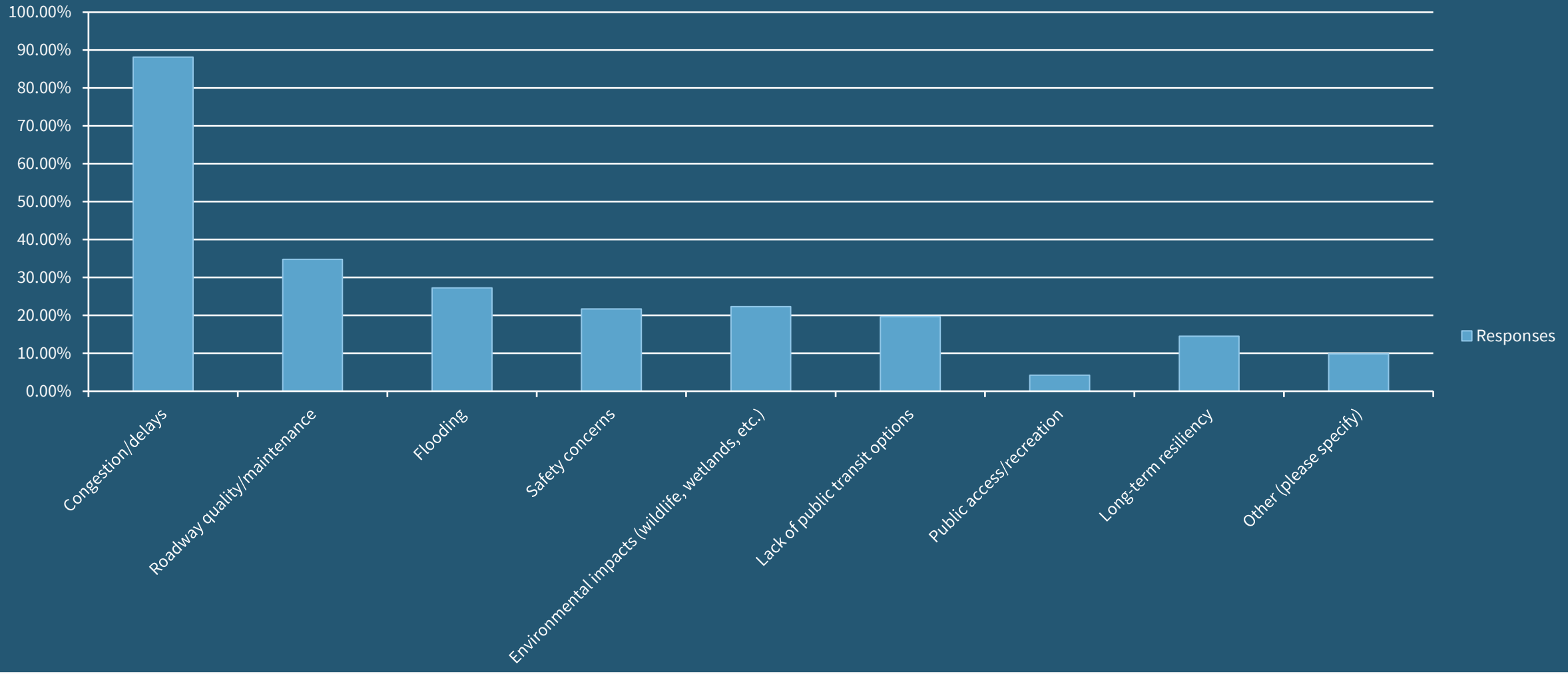
Policy Committee May 7, 2026

2025 Traveler Study:

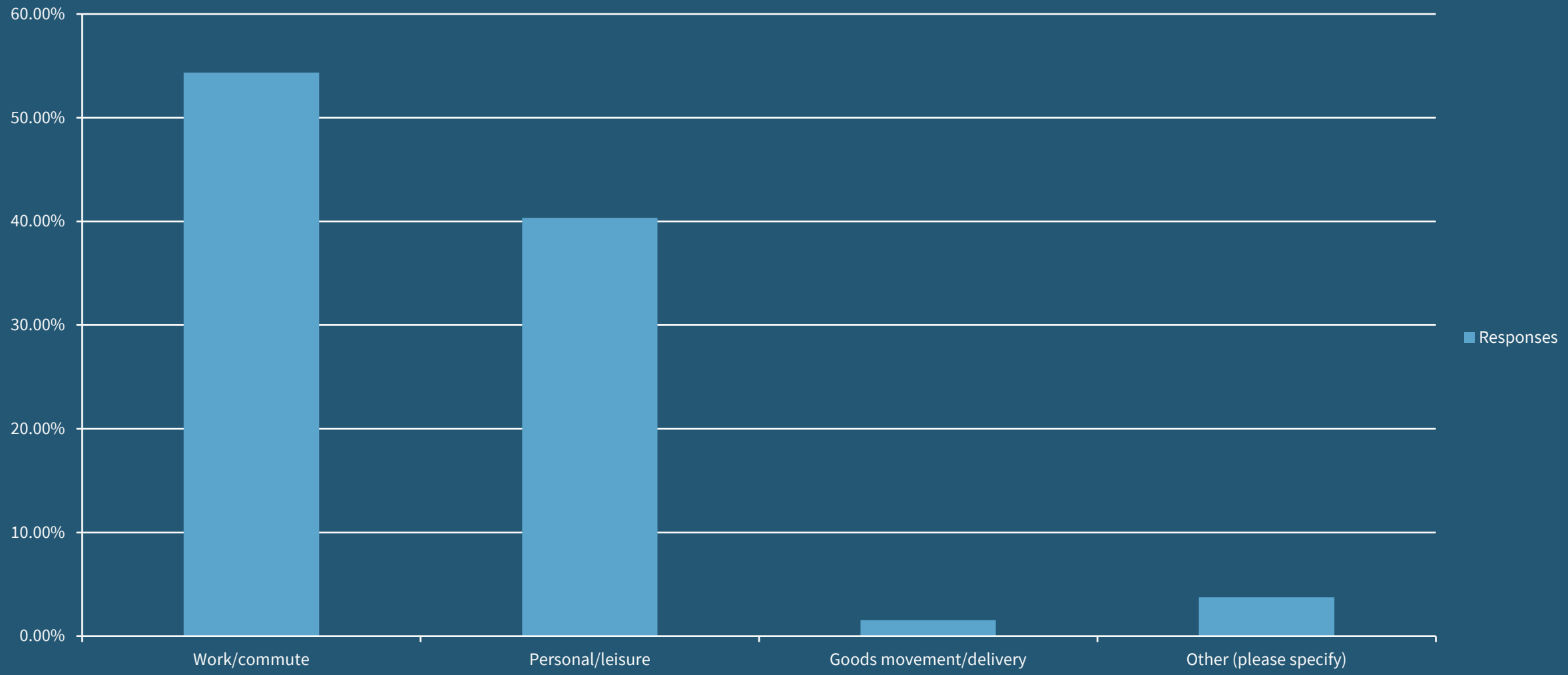
- *Timing:* Mid Oct-November
- *Participation:*
  - Over 2,200 responses
  - 87% of respondents regularly travel SR 37
  - More than half are commuters
  - Biggest share of responses are from travelers who live in Solano County
- *Results:*
  - Traffic delays remain top concern
  - Room to raise awareness about Sears Point- Mare Island project and MTC travel discount programs
  - Information about transit and carpooling needed to support mode-shift



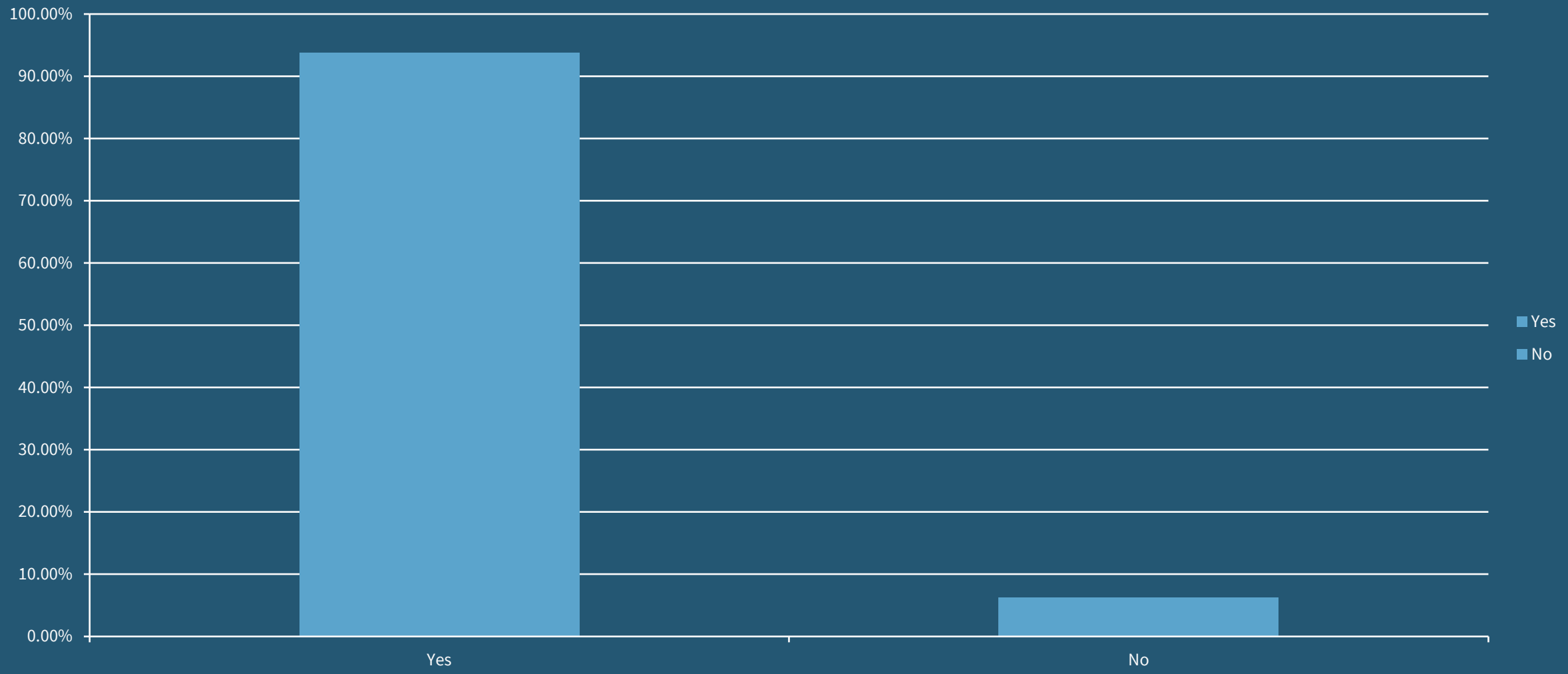
What are your biggest concerns about SR 37
(select up to three)



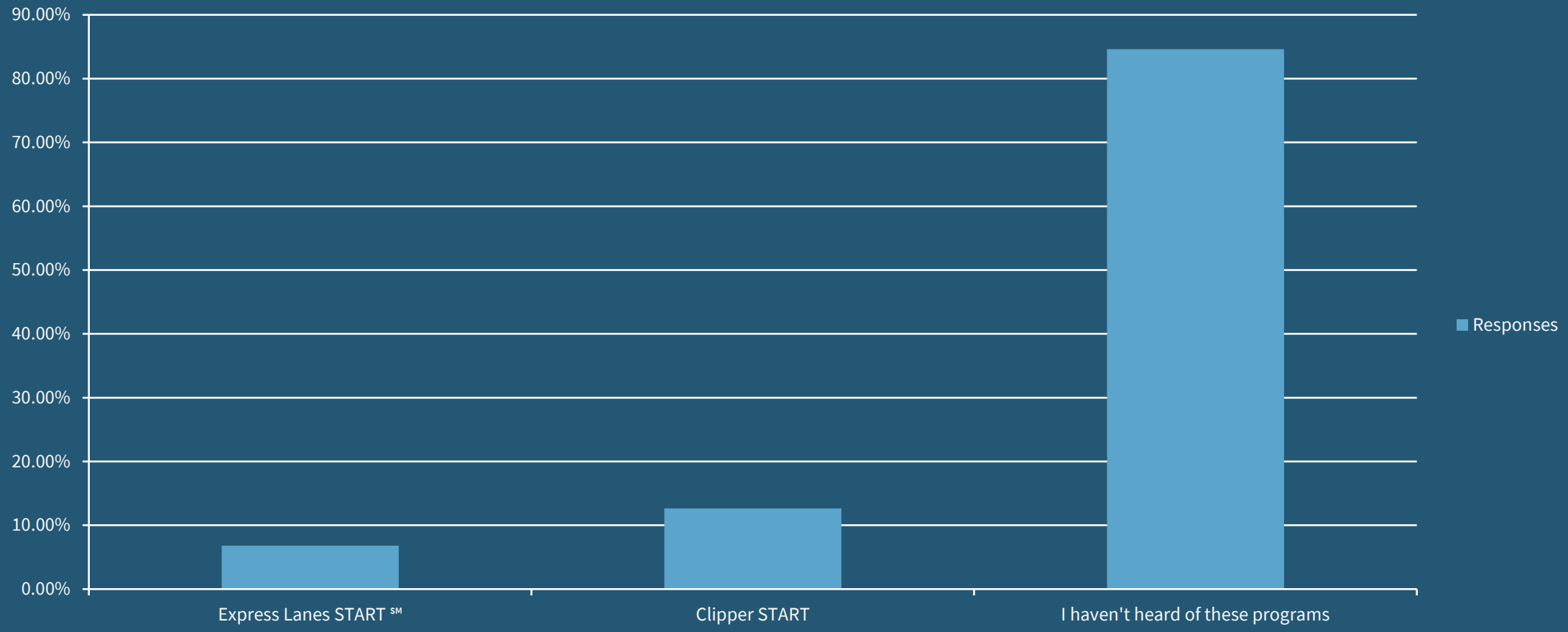
What is your primary reason for traveling on SR 37



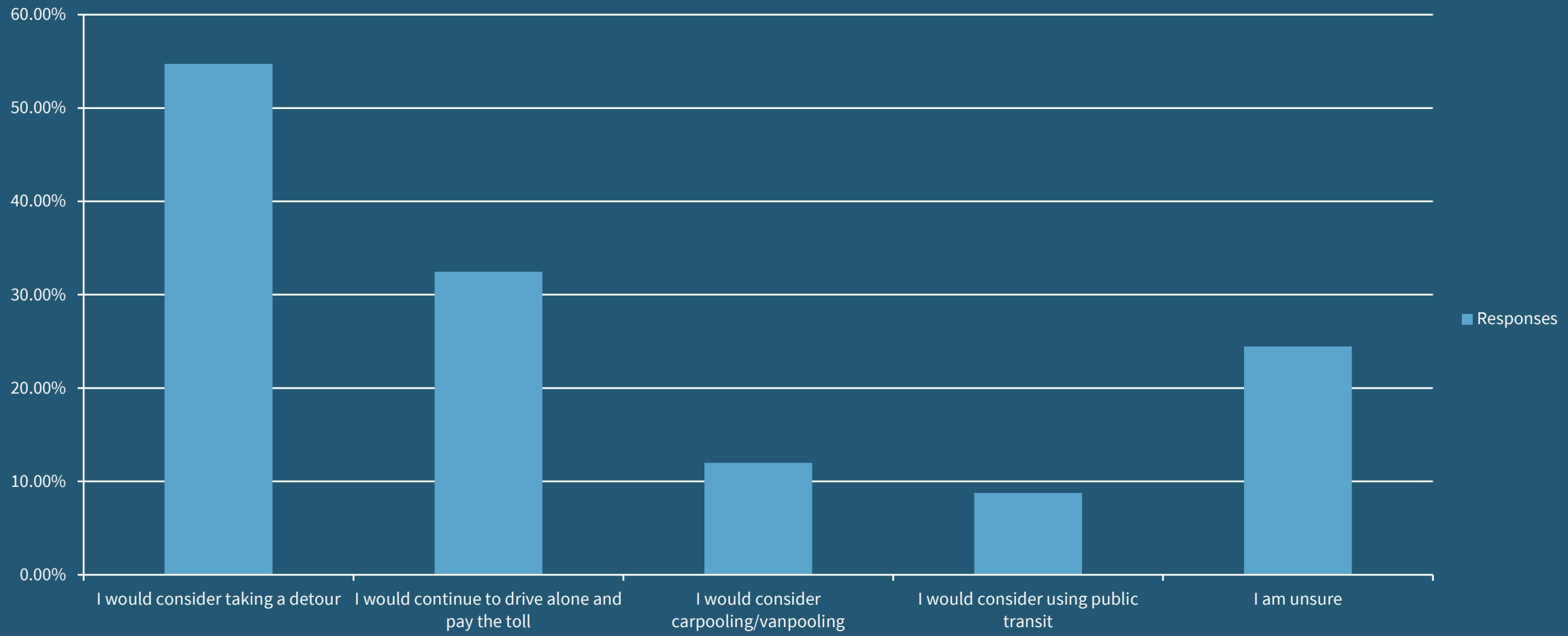
Have you used FasTrak?



Are you aware of regional toll/transit discount programs?



After SR 37 improvements are built and solo drivers are charged a toll, how might it change your travel?



Integrate Feedback

This information will inform project planning & communications

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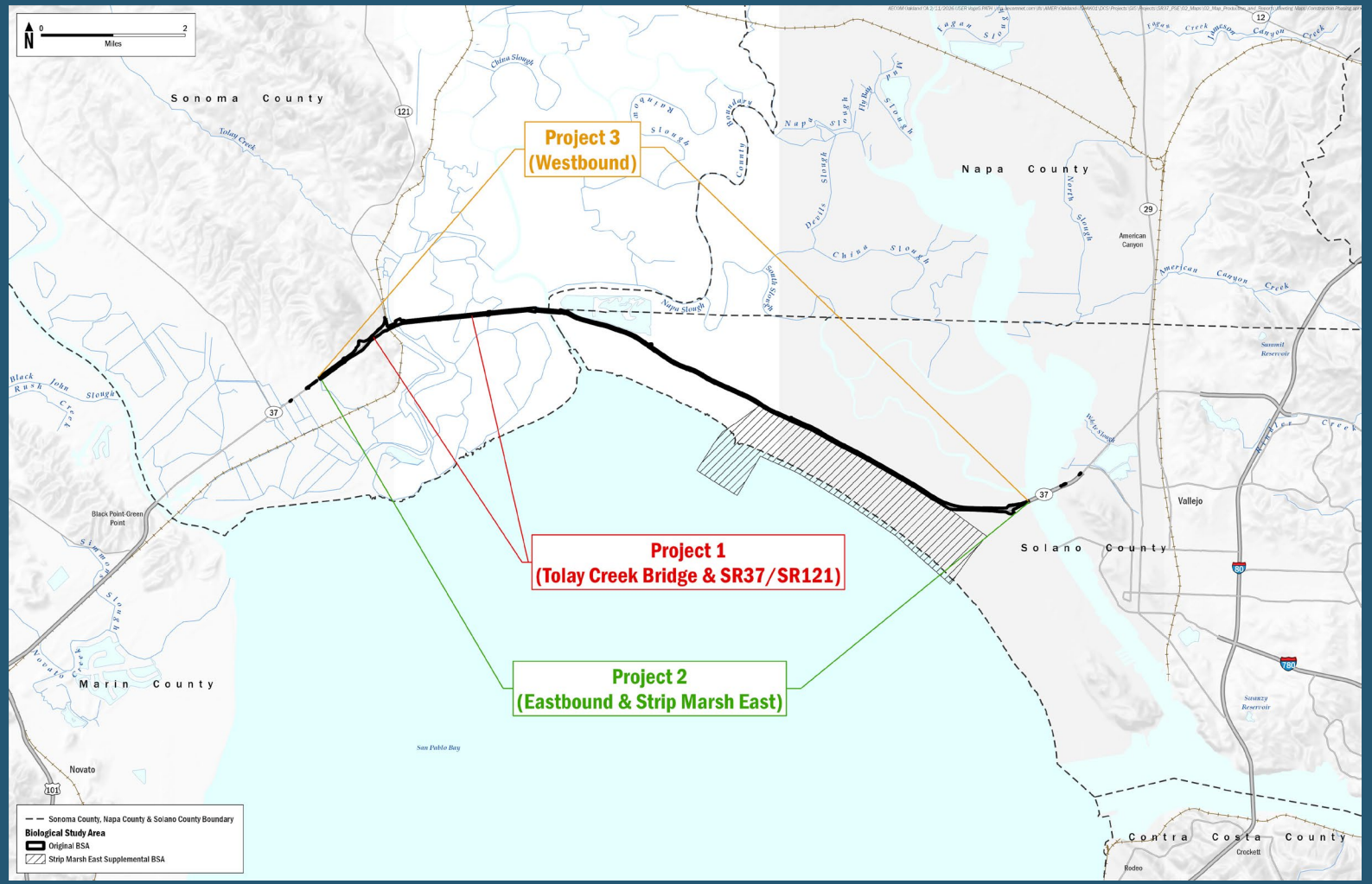
Sears Point to Mare Island Improvement Project

Policy Committee · May 7, 2026

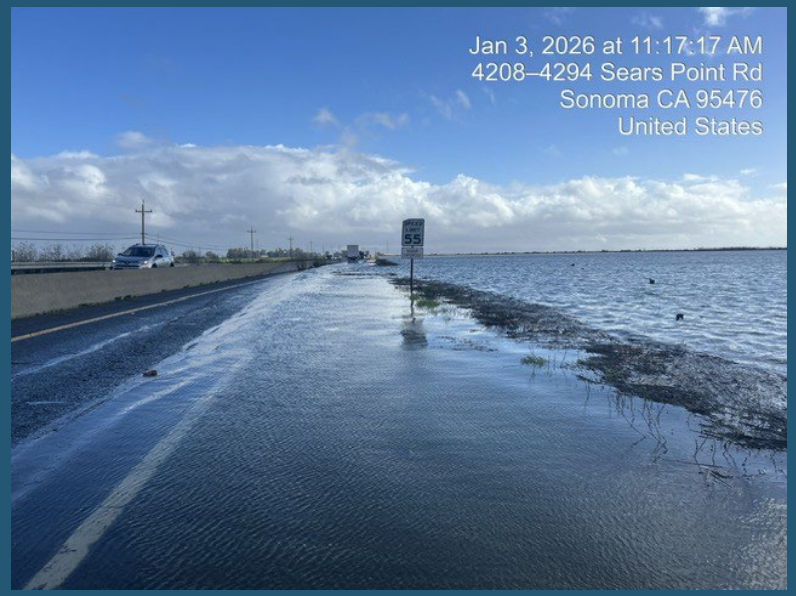
Project Delivery Phasing

- Three Construction Packages
- Funding Availability
- Independent Utility



Construction Package 1 Benefits

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



Construction Package 1 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)	$21,100,000
State Transportation Improvement Program (STIP) Funds	$12,793,000
Local Transportation Climate Adaptation Program (LTCAP) Grant	$50,000,000
Senate Bill 170 (from SCTA)	$3,500,000
Regional Measure 3	$34,500,000
OBAG 3	$9,000,000
OBAG 4	$11,607,000
Other State Fund Sources (to be determined)	$27,500,000
Total	**$190,000,000**

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

Actions/Approvals Required Prior to Package 1 RTL

- Funding
  - SCTA: SB 170 Funding – Approved in March
  - MTC: OBAG4, RM3, STIP – Approved in April
  - CTC: LTCAP, SHOPP, STIP – June Allocation
- Funding Approval Conditional
  - Full Funding Plan for Construction
  - Construction Contract Award

Actions/Approvals Required Prior to Package 1 RTL

- ROW
  - SMART Crossing C&M Agreement
- Permits
  - BCDC: Commission Hearing, Afternoon of May 7, 2026
  - CDFW Incidental Take & 1600/ US Army Corps 404: Pending

Updates on Construction Package 2 & 3

- Design
  - Coordinating with CM/GC Team on Innovative Ideas to Reduce Project Costs
- Tolling
  - Public feedback:
    - Affordability & Equity
  - Work started- Traffic and Revenue Analysis
    - Discount Program
    - Toll Gantry Location Considerations
    - Potential Diversion to Other Routes
  - Estimated Timing
    - Eastbound: 2030
    - Westbound: 2031

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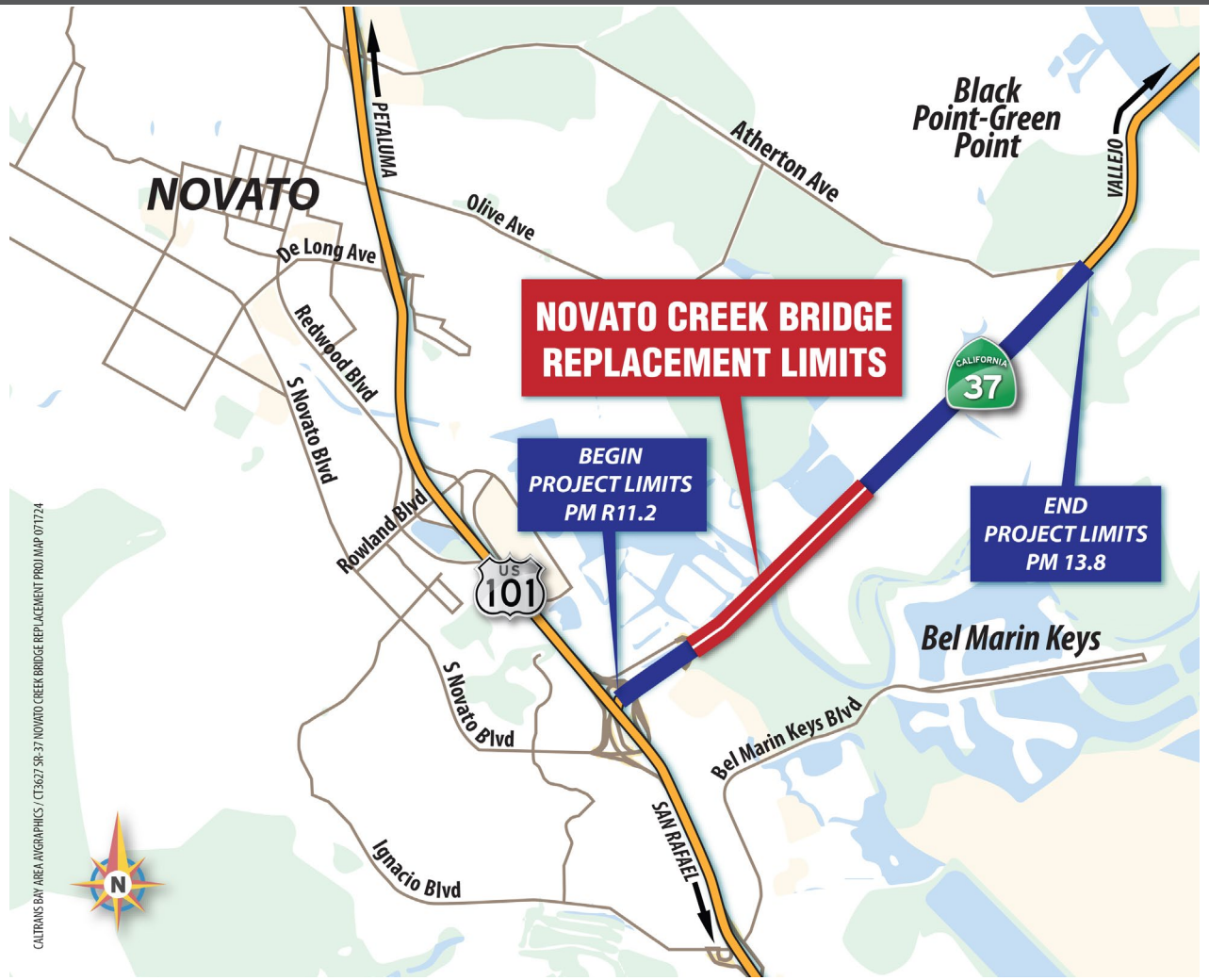
Novato Creek Bridge Replacement Project



SCOPE

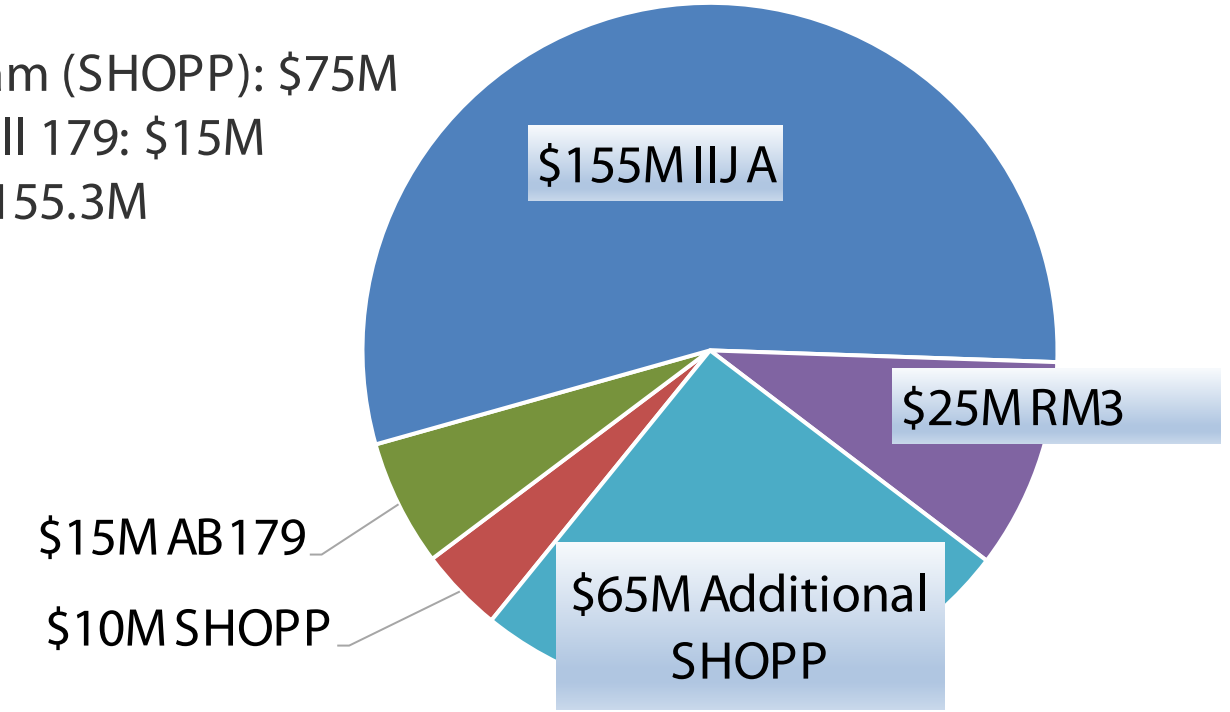
- Replace Novato Creek Bridge
- Address reoccurring flooding and sea level rise of projected year 2130 elevation
- The first phase of SR 37 ultimate resiliency program; Novato Creek Bridge Replacement is the first construction package of Flood Reduction Project

Novato Creek Bridge Replacement Project- Funding

Funding Sources

- State Highway Operation and Protection Program (SHOPP): $75M
- 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: $270M



Novato Creek Bridge Replacement- Schedule

Draft Environmental Document	August 2023 (Actual)
Public Meeting	September 2023 (Actual)
Complete Environmental Phase	January 2024 (Actual)
Complete Design	May 2026 (Target)
Begin Construction	2027 (Target)

List of Anticipated Project Permits

Permit	Agency
Aquatic Resource Delineation, Section 404 Clean Water Act	US Army Corps of Engineers
Section 401 Clean Water Act	Regional Water Quality Control Board
1600 Streambed Alteration, Incidental Take Permit	California Department of Fish and Wildlife
Biological Opinion	National Marine Fisheries Service, US Fight and Wildlife Service

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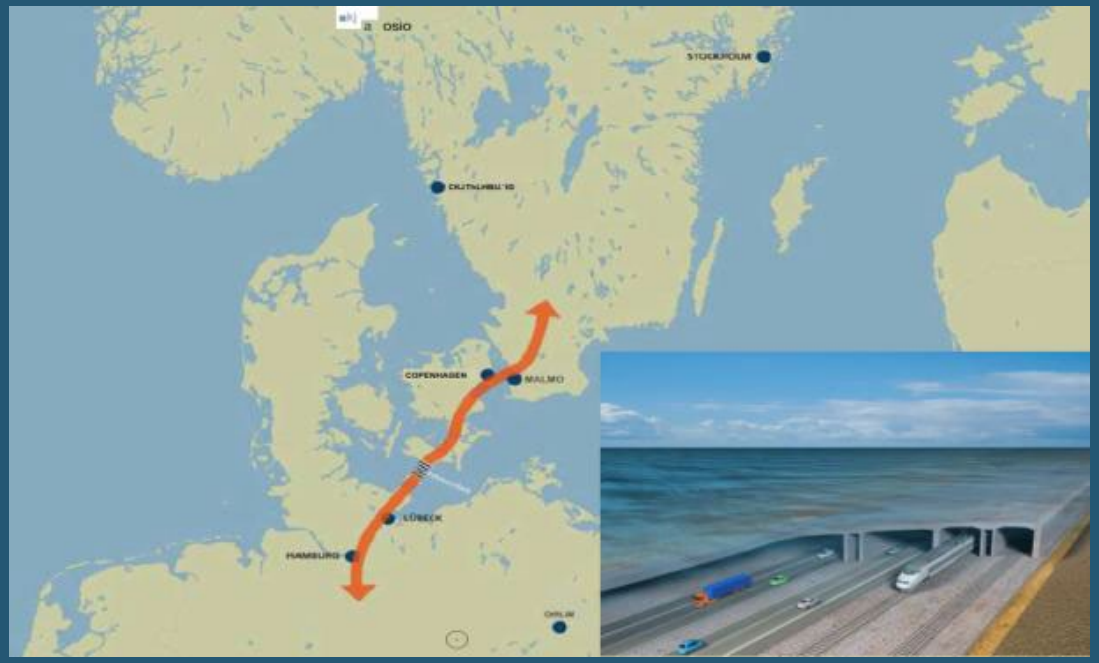
3.4 Innovative Project Delivery



Policy Committee May 7, 2026

International Market Sounding Process

Conducted to better understand how leading agencies deliver complex, climate-resilient coastal corridors

1 **Global Scan of Relevant Coastal & Climate Resilient Megaprojects**	• Identified global regions (Northern Europe & Scandinavia) with a **mature portfolio of large-scale climate adaptation and fixed link infrastructure.** • Prioritized projects based on **technical relevance, resilience complexity, financing approach, and institutional experience**.
2 **Project Case Studies**	• Selected case studies that illustrate **transferable lessons** across governance, financing, procurement, engineering, and resilience planning. • Examined how long-term infrastructure owners structure **funding, debt, risk allocation, and environmental commitments** over multi-decade timelines.
3 **International Market Sounding Event**	• Conducted a focused market sounding session with **Sund & Bælt Holding A/S**, one of the world's most experienced public owners of large coastal megaprojects. • Combined site observations with structured discussions to validate insights, explore applicability to SR 37, and test how international best practices **could inform long-term planning** for the corridor.

Flood Resilience Project Case Studies

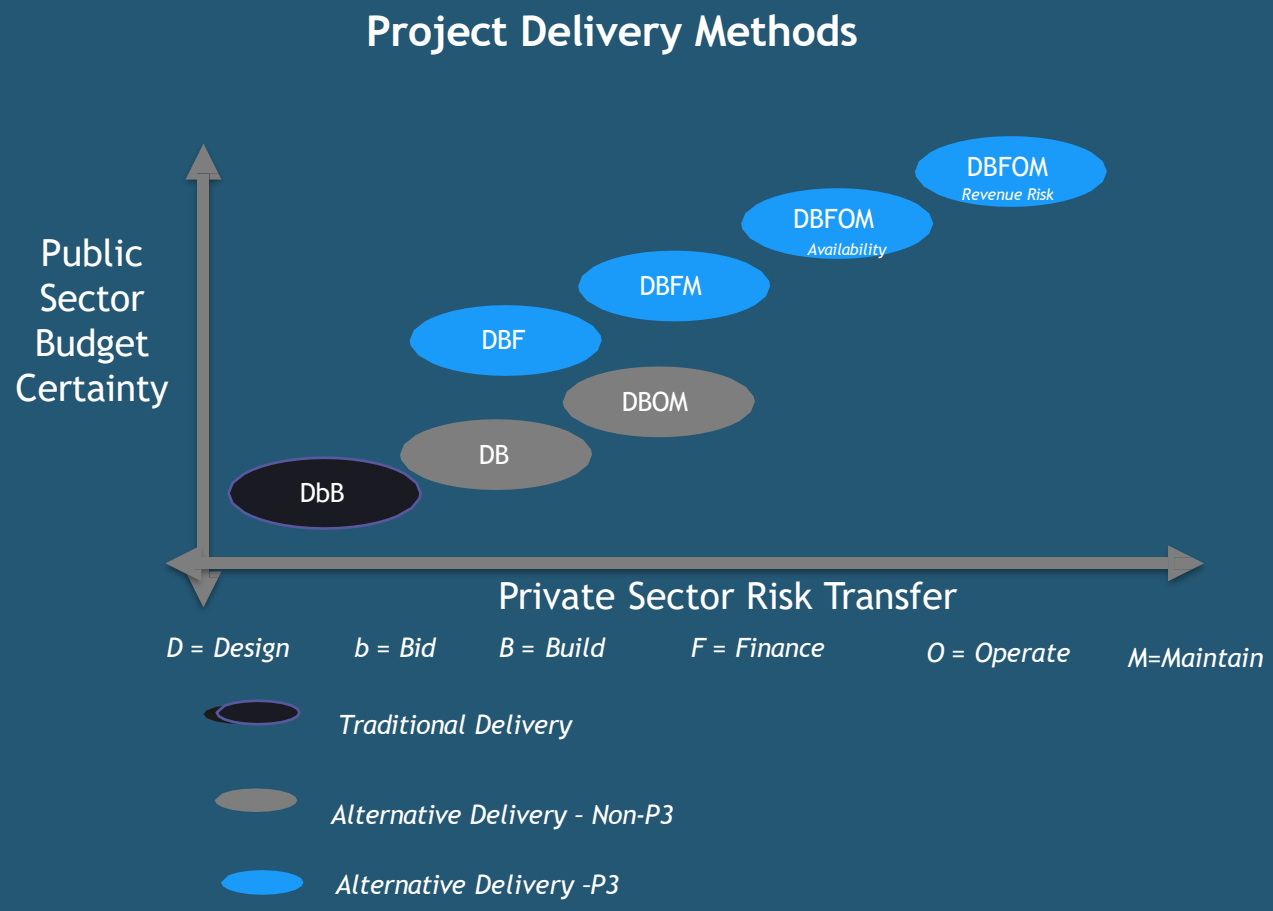
	Size > $500 million	Resiliency	Highway / Tolling	Innovative technology	Innovative finance
Fehmarnbelt Fixed Link*	✓	✓	✓	✓	
Øresund Bridge*	✓	✓	✓	✓	
Afsluitdijk Renovation	✓	✓	✓	✓	✓
Maasvlakte 2	✓	✓		✓	✓
Thames Barrier	✓	✓		✓	✓
MOSE Project	✓	✓		✓	✓
Maeslantkering Storm Surge Barrier	✓	✓		✓	✓
Hamburg's HafenCity	✓	✓		✓	✓

Strategic Considerations

- Strategic management of toll revenues
- Unified corridor governance model
- Understand market capacity
- Develop effective permitting strategy
- Understand geotechnical conditions, environmental conditions & constraints
- Proactive environmental engagement
- Explore innovative or modular construction
- Consider public private partnerships

Long-term Project Delivery Options

- Traditional methods (Design-Bid-Build and Design-Build) are viable options.
- Public & Private Partnerships (P3s) require legislative authorization. Could leverage private expertise, innovation, and capital to accelerate delivery, and transfer key risks- but have tradeoffs.
- Methods closer to the public-control end of spectrum offer greater flexibility but may be riskier financially/have greater budget uncertainty.



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