

RESILIENTSR37



STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, June 6, 2019

Sonoma Marin Area Rail Transit (SMART) Board Meeting Room
5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954

MEETING AGENDA

1. CALL TO ORDER AND INTRODUCTIONS

Vice Chair Erin Hannigan

2. OPPORTUNITES FOR PUBLIC COMMENT

3. CONSENT CALENDAR

3.1. Minutes of the March 3, 2019 SR 37 Policy Committee Meeting*

Drew Nichols, SCTA

Recommendation:

Approve March 3, 2019 SR37 Policy Committee Meeting Minutes

4. PRESENTATION ITEMS

4.1. San Pablo Bay Active Transportation Access Study - SB-1 Planning Grant -

Erik Prince, Atlas Lab & Steve Kinsey, Civic Knit

4.2. STA – Water Transit Study

Robert Z. Guerrero, STA

4.3. Ride Amigos

Lloyd Nadal, STA

4.4. Passenger Rail Service Novato to Suisun City - Study

Farhad Mansourian, SMART

5. DISCUSSION/INFORMATION ITEMS

5.1. SR 37 Project Coordination Opportunities

Caltrans

5.1.1. Segment A1 (Hwy 101 – Atherton in Marin) Update

5.1.2. Transportation Permitting Task Force (AB 1282) Update

5.2. Segment A1 – SB-1 Planning Grant - Update

TAM

5.3. Segment A1 and A2 – SB-1 Planning Grant Award

MTC

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6. COMMITTEE MEMBER COMMENTS / STAFF UPDATES

GROUP

7. FUTURE TOPICS

Segment B Interim Improvements Update
AA for the Bay – restoration projects in San Pablo Bay
MTC/Caltrans – Ultimate Environmental Phase Discussion and Segmentation
Caltrans SHOPP Project Updates
SB-1 Planning and Adaptation Grant work underway
Alternative Modes and TDM - Implementation

8. ADJOURNMENT

Next SR 37 Policy Committee Meeting: 9:30, Thurs., September 5, 2019 at a location to be

determined. * Materials included

Future Meeting Schedule (Pending Approval)

9:30AM, September 5, 2019

9:30AM, December 5, 2019

SR 37 Policy Committee Members:

SCTA

David Rabbitt, Sonoma
County Board of Supervisors

Jake Mackenzie, MTC
Commissioner

Susan Gorin, Sonoma County
Board of Supervisors

NVTA

Alfredo Pedroza, MTC
Commissioner

Belia Ramos, Napa County
Board of Supervisors

Leon Garcia, Mayor City of
American Canyon

TAM

Damon Connolly, MTC
Commissioner

Judy Arnold, Marin County
Board of Supervisor s

Eric Lucan, Councilmember,
City of Novato

STA

Erin Hannigan, Solano County
Board of Supervisors

Bob Sampayan, Mayor, City of
Vallejo

Jim Spering, MTC
Commissioner

MTC

Therese McMillan,
Executive Director

Caltrans

Tony Tavares,
District 4 Director

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**State Route (SR) 37 Policy Committee Meeting Minutes
9:30 a.m., Thursday, March 7, 2019
Novato City Hall – City Council Chambers
Novato, CA**

1. Call to Order/Introductions

Vice Chair Erin Hannigan called to order the State Route 37 Policy Committee at 9:32 a.m.

Policy Committee Members Present:

Erin Hannigan, Vice Chair	Supervisor, County of Solano
Judy Arnold	Supervisor, County of Marin
Damon Connolly	MTC Commissioner, Supervisor, County of Marin
Leon Garcia	Mayor, City of American Canyon
Jake Mackenzie	MTC Commissioner, Councilmember, City of Rohnert Park
Stephanie Moulton-Peters	Councilmember, City of Mill Valley
Alfredo Pedroza	MTC Commissioner, Supervisor, County of Napa
Belia Ramos	Supervisor, County of Napa
Bob Sampayan	Mayor, City of Vallejo

Policy Committee Members Absent:

David Rabbitt, Chair	Supervisor, County of Sonoma
Susan Gorin	Supervisor, County of Sonoma
Jim Spering	MTC Commissioner, Supervisor, County of Solano

Executive Directors Present:

Daryl Halls, Solano Transportation Authority
Kate Miller, Napa Valley Transportation Authority
Suzanne Smith, Sonoma County Transportation Authority
Dianne Steinhauser, Transportation Authority of Marin

2. Opportunities for Public Comment

David Schonbrun commented on a quote by Chairman Rabbitt regarding SR 37, stating it might be true for wetlands activists, it is untrue for transportation focused environmentalist.

Climate change is a deadly and serious threat to the continued human habitation of this planet and it must be recognized that half of the GHG emissions come from the transportation sector.

Big changes must be required if the State plans to reach its targets. CARB noted that the state is going backwards in the transportation emissions targets as VMT continues to grow.

Mr. Schonbrun further stated that the Caltrans document on the agenda eliminated one alternative because it would reduce travel time so much that it would increase travel demand and increase GHG emissions. What the document did not acknowledge is that the ultimate project alternatives will have the same significant impact. They will impede the states efforts to reduce GHG emissions and achieve climate targets.

3. Consent Calendar

3.1. Minutes of the November 8, 2018 SR 37 Policy Committee Meeting

The minutes for the November 8, 2018 State Route 37 Policy Committee were recommended, and approved unanimously, following a motion by Mayor Sampayan and a second by Supervisor Pedroza.

4. Presentation Items

4.1. Alternative Modes and TDM Updates

4.1.1. Travel Behavior and Transit Feasibility Study (NVTA)

Danielle Schmitz, Napa Valley Transportation Authority (NVTA), presented to the policy committee on the SR 37 Travel Behavior and Transit Feasibility Study.

NVTA took the lead on the transit feasibility piece, Solano Transportation Authority studied water transit, and SMART is currently studying feasibility for rail service.

The study purpose was to explore other modes of travel to relieve congestion, address equity concerns, and understand more the demand and propensity to use fixed route service, micro-transit, and polling options on the corridor.

Ms. Schmitz recalled at the November 8th, 2018 Policy Committee meeting, Fehr & Peers presented on the travel behavior component and looked at the demographics of those who travel on the corridor, the origins and destinations, how often they are travelling, and what is the likeliness of these travelers to consider alternative modes.

Ms. Schmitz reminded the committee that the corridor serves low density, dispersed travel patterns, most are not utilizing high-capacity rapid transit service, a high percentage of travel are those who earn below the Bay Area median income.

Given the large portion of one's commute westbound is in free flow traffic on Highway 80, it is worth considering whether individuals will actually use transit once they reach Highway 37.

Ms. Schmitz outlined the overview of possible solutions and how transit will look like in this corridor. The solution pointed toward a focus on carpooling and expanding the park and ride systems.

For fixed route service, two westbound O-D pairs could be served by express bus service. However, when studying the propensity for taking transit, auto ownership is normally a metric use. Currently, a traveler must own car if using the corridor today.

The transit likely index suggested that an express bus service could likely be effective from Vallejo to Novato or Fairfield to Novato.

The proposed express bus route considers 30 minute headways from 5:00am to 9:00 am and 2:00pm to 6:00pm commute periods; this would be coupled with 60 minute headways in the non-commute hours. The annual operating cost would amount to \$3-5 million and cash fares would cost \$6. The farebox recovery is set at 20%

The key takeaways include that 12% of the auto market would need to be captured (5,000 trips per month). Roughly 50% of the market has a very high transit propensity.

Ms. Schmitz further described micro-transit and the possible options studied. Micro-transit is a form of demand responsive transit (DRT) and uses technology to offer flexible routing and scheduling. Modern examples of micro-transit are Uber, Lyft, and UberPool.

Marin Transit Connect is an example of micro-transit currently being offered. The benefits offer door-to-door service and provide the first and last mile option. The downside is that VMT increases as many will use Uber or Lyft as a single rider.

Another option would be a minibus deployment that would provide a semi-fixed route across Highway 37 with defined stop area. Operating costs for this service continue to be studied.

Ms. Schmitz further explained polling options and the focus on bolstering existing carpooling. 19% of trips on Highway 37 are carpools.

Another consideration includes expanding the Park and Ride system.

Future considerations address the short- and long term plans were described. A reversible carpool lane/HOV managed lane would incentivize express bus options in the short term.

In the long term, a four lane tolled facility would further incentivize transit as it would provide an option for those who cannot or do not want to pay tolls.

The next steps in the near term TDM solutions – carpooling and micro-transit service – and in the

long term deploy express bus service with interim Segment B infrastructure improvements. Vice Chair Hannigan opened for public comment.

David Schonbrun, speaking on behalf of TRANSDEF and Train Riders Association, commented that the interim project would be beneficial to facilitate express bus service and app based carpooling to expand capacity at no public cost.

Mr. Schonbrun noted the importance to some degree of skepticism on the studies and offered a presentation on low-cost rail implementation from Novato to Suisun City that would pick up the two travel markets mentioned in the presentation.

Steve Birdlebough, Sonoma County Transportation and Land Use Coalition, commented that looking at the current disbursed low density is basically looking at it currently.

Mr. Birdlebough urged the need to invest in transit and change living standards to encourage alternative modes of transportation.

Lastly, Mr. Birdlebough expressed appreciation for the work done on this report.

Vice Chair Hannigan opened for Board comments.

Stephanie Moulton-Peters expressed appreciation and thanked NVTa for the study and work.

Jake Mackenzie noted that an UberX from Novato to Mare Island would cost \$37.

- 5. Discussion/Information Items
 - 5.1. SR 37 Project Coordination Opportunities
 - 5.1.1. Report out on 2019 Flooding

Kelly Hirschberg, Caltrans, reported on the recent flooding along the corridor and the repairs completed on the highway.

Highway 37 westbound was closed due to flooding starting February 14 through February

20 and February 27 through March 2, 2019. Each event and subsequent repairs was described.

A series of photos was displayed illustrating the level of flooding and damage to the railway tracks along the corridor.

Ms. Hirschberg further reported on the PID document and SHOPP projects along the corridor. There are 15 SHOPP projects identified.

Lastly, Highway 37 has been recommended as one of two Type 3 Pilot projects following the AB 1282 Transportation Permitting Task Force.

Supervisor Judy Arnold thanked Caltrans for the repairs and recalled at the November 8th Policy Committee Highway 37 a request to develop SHOPP projects in Section A, specifically at Novato Creek, to be included on SHOPP and asked if there was an update.

Kelly Hirschberg responded that there was a placeholder for a project in Marin County and Jean Finney added that discussions have occurred to include projects in the 10-year SHOPP plan. This is a project Caltrans is actively looking at this time.

Daryl Halls thanked Caltrans for the PID and for the SHOPP investment.

Supervisor Arnold added that Dan McElhinney said this would be included in the SHOPP and wanted to clear any confusion.

Tony Tavaras, Caltrans, responded that staff will go back and see how to place this in the 10-year SHOPP.

Vice Chair Hannigan opened for Public Comment.

David Schonbrun commented on the PID document and the approval of the document is the approval of the purpose of the need and range to be studied. This does not approve a conceptual alternative.

Mr. Schonbrun commented on the proposal he submitted for the interim alternatives and requested Caltrans to study and consider design

conceptions for less wide shoulders on the existing paved section.

5.1.2. Status of Project Initiation Documents

Discussed concurrently with Item 5.1.1.

5.1.3. Update on 10-Year SHOPP List

Discussed concurrently with Item 5.1.1.

5.1.4. Transportation Permitting Task Force (AB 1282)

Discussed concurrently with Item 5.1.1.

5.2. Resilient 37 Memorandum of Understanding Status

Ashley Nguyen spoke on the Memorandum of Understanding presented to the committee.

Ms. Nguyen noted the corridor is 21 miles and reminded the committee to be aware of what needs to be done. The MOU will continue to use the segment approach that is currently being used.

The MOU was described and the partnerships for each segment was announced.

The project is complicated and there is an interest to look to MTC for lead. The Bay Area Toll Authority is considering hiring a corridor director.

Topics to continue will include: bike and pedestrian access, traffic congestion improvements, managed lanes, and public transit elements.

State Route 37 is an important East-West corridor in San Francisco Bay Area.

David Schonbrun called to the attention to MOU and the Brown Act.

5.3. Segment A1 – SB-1 Planning Grant

Nick Nguyen, Transportation Authority of Marin, spoke on the SB-1 Planning Grant. This grant will fund a five part study and each step in the study was described to the committee.

Staff will define the next steps and once RM3 funds become available, will go forward with the levee study.

5.4. Segment B – Interim Delivery Update

Kevin Chen, MTC, updated the committee on Segment B. The PID document is completed which will now allow resources to become available.

The challenge currently resides in the RM3 litigation.

5.5. Segment C – Fairground Interchange Delivery Update

Anthony Adams reported on Segment C. The update includes three elements:

Solano Express stop at Fairgrounds Drive. A consultant has been selected and new bus stops will be in service in July.

Secondly, the Cooperative Agreement for Fairgrounds interchange is completed and an RFP for design will be published soon.

Lastly, in reference to an absence of a Park and Ride at the Fairgrounds, a P3 is being sought with Six Flags to analyze current and future demand.

Mayor Bob Sampaya expressed excitement about the Park and Ride and encourages looking at pedestrian safety.

6. Committee Member Comments/Staff Updates

Jake Mackenzie thanked the members for the MOU, and acknowledged the staff work that went into the production of the MOU.

Supervisor Damon Connelly mentioned that Senator Feinstein staff is aware of the Highway 37 project.

Dianne Steinhauser thanked Caltrans for the work and repairs in dealing with the flooding on Highway 37.

7. Future Topics

- Bay Area Regional Collaborative (BARC) – San Pablo Bay Active Transportation Access Study
- AA for the Bay – restoration projects in San Pablo Bay
- STA – Ferry Study update
- SMART – Feasibility Study update
- MTC/Caltrans – Ultimate Environmental Phase Discussion

Jake Mackenzie commented on the new Executive Director to MTC and the interest to invite her to the SR 37 Policy Committee meeting in the future.

Supervisor Erin Hannigan commented on her experience of driving on Highway 37 to get to the meeting.

8. Adjournment

The committee adjourned at 10:35 a.m.