STATE ROUTE 37 POLICY COMMITTEE
9:30 a.m., Thursday, October 7, 2021

PLEASE NOTE: In light of Governor Newsom’s State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via Zoom 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/82165129514?pwd=TGNRV240L01RU2hjdkhWVF5QXFpQT09

Webinar ID: 821 6512 9514
Passcode: 763958
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 by pressing *9 (star 9), or by notifying Drew Nichols at drew.nichols@scta.ca.gov and identifying the item number, your name and phone number from which you will be calling. Please include “Public Comment” in the email subject line. The moderator will then ask for your comment. Public comment will be limited to three (3) minutes.

MEETING AGENDA

ITEM

1. CALL TO ORDER AND INTRODUCTIONS
   Chair David Rabbitt

2. OPPORTUNITIES FOR PUBLIC COMMENT
   Public comment may be submitted in electronic written format. Please submit public comment by email before 5pm on 10/07/21. 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.

3. **CONSENT CALENDAR**

| 3.1. Authorization of Teleconferencing to Ensure Safe Public Participation in State Route 37 Policy Committee Meetings pursuant to Assembly Bill 361* |
| Recommendations: |
| Authorize the State Route 37 Policy Committee to meet via Teleconferencing to Ensure Safe Public Participation in Local Government Meetings due to Governor Newsom’s March 4, 2020 Proclamation of Emergency related to the COVID-19 pandemic and the Sonoma County Public Health Officer’s recommendation for teleconferencing or social distancing to protect the public’s health and safety during local government meetings |

| 3.2. Minutes of the June 3, 2021 SR 37 Policy Committee Meeting* | Drew Nichols, SCTA |
| Recommendation: |
| Approve June 3, 2021 SR37 Policy Committee Meeting Minutes |

| 3.3. Correspondence Received – Informational item* | Drew Nichols, SCTA |

4. **DISCUSSION/INFORMATION ITEMS**

| 4.1. Public Engagement | Bart Ney, CT |

| 4.2. Caltrans SHOPP Project Updates* | Ricky Gao, CT |

| 4.3. Sears Point to Mare Island Interim Project: New Name Highway 37 Sears Point to Mare Island Improvement Project | Kevin Chen, MTC |

| 4.4. US 101 to SR121 – Design Alternative Analysis (DAA) * | Stefanie Hom, MTC Jodi Ketelsen, TY Lin |

| 4.5. Corridor Planning and Environmental Linkages (PEL)* | Chris Caputo, CT |

| 4.6. Commute37.com-RideAmigos* | Lloyd Nadal, STA Dana Turrey, SCTA |

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

6. **FUTURE TOPICS**

- Tolling Legislation and Expenditure Plan
- Restoration Projects and Funding Opportunities in San Pablo Bay
- Ultimate Environmental Phase Discussion
- Comprehensive Multimodal Corridor Plan (CMCP)
- Alternative Modes and TDM – Implementation including a ridesharing program.
7. ADJOURNMENT

* Materials included
Future Meeting Schedule
9:30 AM, January 7, 2021
9:30 AM, March 3, 2022 (Proposed)
9:30 AM, June 2, 2022 (Proposed)
9:30 AM, September 1, 2022 (Proposed)
9:30 AM, December 1, 2022 (Proposed)

SR 37 Policy Committee Members:

SCTA
- David Rabbitt, Sonoma County Board of Supervisors
- Victoria Fleming, 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 Supervisors
- Eric Lucan, Councilmember, City of Novato

STA
- Erin Hannigan, Solano County Board of Supervisors
- Robert McConnell, Mayor, City of Vallejo
- Jim Spering, MTC Commissioner

MTC
- Therese McMillan, Executive Director

Caltrans
- Dina El-Tawansy, District 4 Director – Bay Area
Sonoma County Public Health Recommendations for Safely Holding Public Meetings

September 22, 2021

Each local government agency is authorized to determine whether to hold public meetings in person, online (teleconferencing only), or via a combination of methods. The following are recommendations from Sonoma County Public Health to minimize the risk of COVID-19 transmission during a public meeting of a legislative body held in compliance with Government Code section 54953(e):

1. Online meetings (teleconferencing meetings) are strongly recommended as those meetings present the lowest risk of transmission of SARS-CoV-2, the virus that causes COVID-19.

2. If a local agency determines to hold in-person meetings, offering the public the opportunity to attend via a call-in option or an internet-based service option is recommended, when possible, to give those at higher risk of and/or higher concern about COVID-19 an alternative to participating in person.

3. If a local agency holds in person meetings, a written safety protocol should be developed and followed. It is recommended that the protocol require social distancing – i.e., six feet of separation between attendees – and face masking of all attendees in compliance with Order of the Health Officer of the County of Sonoma C19-25.

4. If a local agency holds in person meetings, seating arrangements should allow for staff and members of the public to easily maintain at least six-foot distance from one another at all practicable times.

5. Consider holding public meetings outdoors. Increasing scientific consensus is that outdoor airflow reduces the risk of COVID-19 transmission compared to indoor spaces. Hosting events outdoors also may make it easier to space staff and members of the public at least six feet apart.

6. Current evidence is unclear as to the added benefit of temperature checks in addition to symptom checks. We encourage focus on symptom checks as they may screen out individuals with symptoms but no fever and help reinforce the message to not go out in public if you are not feeling well.

7. Consider a voluntary attendance sheet with names and contact information to assist in contact tracing of any cases linked to a public meeting.

Dr. Sundari R. Mase, MD MPH
Health Officer of the County of Sonoma
1. Call to Order/Introductions

Chairman David Rabbitt called to order the State Route 37 Policy Committee at 9:33 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
- Eric Lucan   Councilmember, City of Novato
- Alfredo Pedroza  MTC Commissioner, Supervisor, County of Napa
- Robert McConnell  Mayor, City of Vallejo
- Jim Spering   MTC Commissioner, Supervisor, County of Solano

Policy Committee Members Absent:
- Susan Gorin   Supervisor, County of Sonoma
- Erin Hannigan, Vice Chair  Supervisor, County of Solano
- Belia Ramos   Supervisor, County of Napa

Executive Directors Present:
- Daryl Halls, Solano Transportation Authority
- Kate Miller, Napa Valley Transportation Authority
- Anne Richman, Transportation Authority of Marin
- Suzanne Smith, Sonoma County Transportation Authority
2. Opportunities for Public Comment

N/A

3. Consent Calendar

3.1. Minutes of the March 4, 2021 SR 37 Policy Committee Meeting

The minutes for the March 4, 2021 State Route 37 Policy Committee were recommended, and approved unanimously, following a motion by Mayor Leon Garcia, and a second by Councilmember Eric Lucan.

The motion was approved by the following vote:
Aye: Arnold; Connolly; Garcia; Fleming; Lucan; McConnell; Pedroza; Spering; Rabbitt.
Nay: n/a
Abstain: n/a
Absent: Gorin; Hannigan; Ramos.

4. Discussion/Information Items

4.1. Public Engagement

4.1.1. Resilient SR 37 Town Hall – April 15, 2021

Bart Ney updated the committee on the outreach effort. A communications partnership team has been assembled with the agencies to look at what types of communications need to be going out to the public.

Mr. Ney reported on the April 15 Town Hall hosted by Senators McGuire and Dodd. There were approximately 2,600 views on Facebook, 746 on YouTube, and 258 on Zoom.

There were around 310 questions received overall.

Mr. Ney further reported there was over 330 surveys completed. The survey will be open through June 11.

4.1.2. Planning and Environmental linkages (PEL) public Meeting – May 26, 2021

Discussed concurrently with Item 4.2.

4.1.3. On-line Survey & Email Comment Summary

Discussed concurrently with Item 4.1.1.

4.2. Caltrans Planning and Environmental Linkages Study (PEL)

Stefan Galvez reported to the committee on the Planning and Environmental Lineages study.

A public meeting was held on May 26, 2021 with 128 people in attendance. The main themes coming out of the meeting includes the timing of the work, rail, traffic efforts on other roadways, the alternatives and interim work, and on transit. Other topics discussed include tolling, cost and funding, and restoration efforts.

Staff will next work on finalizing the purpose, refine the evaluation criteria, and develop alternatives.

4.3. Caltrans Project Updates/SHOPP

Kelly Hirschberg reported on the SHOPP projects on SR 37. The presentation can be viewed by clicking this link.

Supervisor Damon Connolly asked about the timing of the SHOPP projects interlaying with the other interim projects.

Ms. Hirschberg responded the interim projects are sought to start construction in 2025, however, additional funds will be needed as these projects are funded through PS&E phase.

The SHOPP projects are intended to be ready to list and seek funding allocations in 2024 with construction sought at the end of 2024/early 2025.

Public Comment:

Steve Birdlebough commented on the lane drop near the railway/Tolay Creek that might provide a method of queue jumping for carpool/shared vehicles, and wondered how we would get a discussion of that possibility going with Caltrans and the SHOPP projects.
Ms. Hirschberg responded the intention of SHOPP project #5 is to relieve the bottleneck to the east, and will follow up with Mr. Birdlebough on further questions.

4.4. Sears Point to Mare Island/Interim Projects
4.4.1. Schedule Update
Kevin Chen updated the committee on the interim work between Sears Point and Mare Island. The presentation can be viewed by clicking this link.

The Admin draft of the EIR/EA is targeted to be completed in June with the public circulation set to be distributed in October 2021. The final EIR/EA is sought to be completed in June 2022.

Mr. Chen further reported on the project delivery schedule that notes the final design and permitting will be sought through 2022-2023 and construction between 2023-2024.

The project is sought to be open to traffic in 2025.

This project is contingent upon the toll legislation approval, right-of-way, and funding.

Mr. Chen further spoke on SB743 requirements for this project to estimate VMT, and described the scenarios developed with and without tolling.

Mayor Garcia commented on the differences in the VMT analysis, asking how the travel time between Vallejo and Novato would improve.

Mr. Chen responded a carpool lane is sought to be constructed to incentive carpooling that is expected to reduce traffic congestion.

Supervisor Spering asked what is driving the difference between west-bound and two-way tolling.

Mr. Chen responded the difference would be in an individual's trip decision and whether they would use an alternative route depending on the type of tolling.

Public Comment:

David Schonbrunn commented on his involvement with Caltrans on the SB 743 process and that something was wrong with the .02% result in the analysis. What we learned is that this is the analysis of the impact of the total Bay Area, which is the wrong thing to be measuring. The issue is the increase in VMT on this facility, not the entire region.

Mr. Schonbrunn conducted a rough estimate that added 20 lane miles in Solano County to the NCST calculator and received a 3.6% increase in VMT.

Mr. Schonbrunn added this analysis is the wrong thing and the model used to run it is not valid.

Joe Green-Heffern asked about the increase, or decrease, in VMT on the northern routes, i.e. Highways 37, 12, and possibly Interstate 580 (Richmond Bridge). The analysis should look at what is happening on the commute between Highway 101 to Interstate 80, not in the entire Bay Area.

Steve Birdlebough commented that we ought to be looking at the current cycle rather than the 2040 estimates and that we should be reaching for the zero-emissions by 2030 goal. The targets need to be examined on how much reductions we actually accomplish.

Edward Schulze commented on the concern about eliminating left turns along the corridor that would prevent access to interpretive centers.

4.4.2. Vehicle Miles Travelled (VMT) Analysis
Discussed concurrently with Item 4.4.1.

4.5. US 101 to SR 121 – Design Alternative Analysis (DAA)
4.5.1. Design Alternatives Assessment (DAA)
Jodi Ketelsen provided an update to the committee on the Design Alternative Assessment. The presentation can be viewed by clicking this link.

Public Comment:
Edward Schulze wondered how traffic will be addressed during construction.
Ms. Ketelsen responded there is temporary addition that can be accommodate four lanes that will hold traffic while the causeway is constructed in one stage. However, if an embankment is selected, there will need to be two stages on construction that will shift traffic.

4.6. Funding
4.6.1. Pending Federal Funds Requests
Suzanne Smith provided an update to the committee on the federal and state funding requests that have been submitted.
Staff has been working with Congressman Thompson and Congressman Huffman’s office regarding member designated projects, as well as with Senator Padilla’s office.
The funding would help with the design of the interim project and procuring parcels that will be needed for advanced mitigation and restoration purposes.
Ms. Smith further spoke on the funding request submitted to the state.

4.6.2. Regional Conservation Investment Strategy
Jeanette Weisman briefly introduced herself to the committee as the new SR 37 Program Manager, and reported on the Regional Conservation Investment Strategy that will encompass SR 37. MTC will be working with SF Estuary Partnership, Caltrans, and SCTA.
This will cover the sea level rise inundation and habitat migration that will occur. This help better design the projects long the corridor to incorporate valuable ecological benefits.

4.7. Correspondence Received – Sierra Club
Provided to the committee for their interest.
Public Comment:
Steve Birdlebough commented on the concern it takes time for individuals to change habits, so the sooner we begin to make it possible to see the benefits of carpooling, the better. We, Sierra Club, realize there is already a 19% use of carpooling in this area, but if we are going to get the reductions in VMT we want, we will need to increase carpooling and include express bus service and rail.

5. Committee Member Comments/Staff Updates
Chair Rabbitt expressed his appreciation to staff for their hard work and to the members of the public in attendance.

6. Future Topics
- Tolling Legislation and Expenditure Plan
- AA for the Bay – restoration projects in San Pablo Bay
- MTC/Caltrans – Ultimate Environmental Phase Discussion
- Comprehensive Multimodal Corridor Plan (CMCP)
- Alternative Modes and TDM – Implementation including a rideshare program

Included for the committee’s interest.

7. Adjournment
The committee adjourned at 10:13 a.m.
Suggestions For SR37 (101 to Mare Island)  

Priority One- Main Traffic Congestion Relief

- Elevated 4 lane causeway from 121 Intersection to Mare Island. To be constructed alongside the existing 2 lane road, thus providing traffic flow during construction of causeway. Retention of existing road provides public access to existing natural resources, 4 paved handicap friendly Interpretive Centers, and private properties (Noble Rd). In addition, the existing road provides access for canoeing, kayaks, wildlife watching, hiking and biking trails, fishing, and state permitted hunting.

The positioning of the proposed causeway will be determined by environmental concerns and the existing power towers.

- In conjunction with Priority One, the 121 Intersection should be modified to eliminate the traffic signal lights and the RR crossing arm restrictions. A “round-about” with eastside overhead above the RR track would work if it can accommodate the traffic volume and large truck/trailers. They require getting used to, but most of the traffic is repetitive.

Priority Two

- Elevated 4 lane causeway from 101 to the Black Pt. incline at Atherton Ave. Retain the existing road to provide traffic flow during construction of the causeway. The existing road also provides access for levee maintenance, agriculture, drainage and Sanitary District Pond management.

This section of SR37 is subject to flooding and eventual sea level rise. It recently received temporary “band aid” flooding relief via berms, pumps, improved drainage and raised paving.

Priority Three

- The Petaluma River Bridge to the (proposed improved) Intersection 121 at Sears Pt.

This section of SR37 is not currently subject to flooding or traffic congestion other than the Lakeville Intersection. It is subject to long range sea level rise.

My suggestion is to eliminate the signal light intersection at Lakeville/Reclamation Rd., either by a round-about of elevated interchange. The existing side accesses are for Port Sonoma, agriculture, truck monitoring pullouts, and U.S. Fish & Wildlife Facilities, all of which are right-in, right-out.

Note: The hill on the southwest approach to the 121 Intersection is very unstable (mudslides) will require additional engineering.

Note: As a 36year commuter on SR37, I hope any part of my suggestions will be helpful for the future improvements of SR37. I have participated in the forums, workshops, and SWG/PEL working group meetings. I’m always eager to listen to all proposals and solutions and provide input.

Edward Schulze  
Novato, CA 94947
July 23, 2021

To: Hwy 37 Project Managers, and Commissioners of the Resiliency Hwy 37 project

Dear Commissioners and Project Managers,

The League of Women Voters of the Bay Area (LWVBA) has observed the progress on the Highway 37 project for several years. In 2017, LWVBA held a ½ day seminar dedicated to learning the issues involved in balancing transportation needs, wetland preservation, and land usage.

League positions on Transportation, Natural Resources and DEI support the goal of the new Hwy 37 plan to build a safe, multimodal transportation system that allows all drivers to connect the Bay Area as well as protect the delicate wetland ecosystem.

In order to achieve this goal we see the need for the following:

- Data review policies with guiding principles, stated goals and consequences if goals are not met.
- Options to include safe bike and pedestrian right-of-ways, supporting public transportation and decreasing drive-times across the wetland.
- Policies that respect and preserve wetlands and habitats and protect against sea level rise and tidal influx.

Diversity, Equity and Inclusion issues must be considered when evaluating the efficacy of a toll bridge. It is also important to remember equitable access for all communities. If you choose to move to a toll road, we urge that free or deeply discounted tolls offered, along with free public transportation options.

The League of Women Voters of the Bay Area supports an efficient regional public transportation system that complements single use vehicles with the goal of a seamless system that also protects the environment around the Bay.

Thank you for the community input meetings that involved the public affected by this project.

Sherry Smith
President
League of Women Voters of the Bay Area
Caltrans SHOOP Projects
## Caltrans SHOPP Projects
### Marin & Sonoma Counties

<table>
<thead>
<tr>
<th>No.</th>
<th>County (EA)</th>
<th>Project Overview</th>
<th>Target Schedule</th>
</tr>
</thead>
</table>
| 1   | Marin (2K740) | Pavement Rehabilitation – CAPM from US 101 to Petaluma River  
• Resurface the existing pavement  
• Replace and upgrade the existing concrete barrier and guardrails  
• Install vegetation control under guardrails |  
• DED 3/2022 (T)  
• PAED 8/2022 (T)  
• RTL 5/2024 (T)  
• Con Begin 2/2025 (T)  
• Con End 4/2026 (T) |
| 2   | Marin & Sonoma (4Q320) | Flood Reduction Project (US 101 to SR 121)  
Address recurring flooding due to seasonal rain and high tide events as interim improvements until mid-century  
Only funded for the PAED Phase. |  
• Public Scoping mtg 11/2021 (T)  
• DED 7/2022 (T)  
• PAED 3/2023 (T)  
• RTL 7/2026 (T)  
• Con Begin 5/2027(T)  
• Con End 6/2029(T) |
| 3   | Marin (2Q500) | Petaluma River Bridge Preservation  
• Replace the existing timber bridge fender system  
• Upgrade the bridge railings to meet current safety standards  
• Rehabilitate bridge deck including resurfacing |  
• DED 4/2022 (T)  
• PAED 10/2022 (T)  
• RTL 6/2024 (T)  
• Con Begin 2/2025 (T)  
• Con End 10/2026(T) |
### Caltrans SHOPP Projects
#### Sonoma & Solano Counties

<table>
<thead>
<tr>
<th>No.</th>
<th>County (EA)</th>
<th>Project Overview</th>
<th>Target Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Sonoma (1Q480)</td>
<td>Reconstruct Intersection of SR 37 and SR 121 To improve operation and relieve traffic congestion by considering: • Continuous tee intersection or • Roundabout at the existing intersection</td>
<td>• DED 4/2022 (T) • PAED 10/2022 (T) • RTL 3/2024 (T) • Con Begin 9/2024 (T) • Con End 9/2026 (T)</td>
</tr>
<tr>
<td>5</td>
<td>Sonoma (2Q200)</td>
<td>Lane extension and RR Crossing at Tolay Creek Widen SR 37, including at Tolay Creek Bridge and SMART railroad crossing. Extend the lane drop in the eastbound direction.</td>
<td>• DED 4/2022 (T) • PAED 10/2022 (T) • RTL 3/2024 (T) • Con Begin 9/2024 (T) • Con End 9/2026 (T)</td>
</tr>
<tr>
<td>6</td>
<td>Solano (0P760)</td>
<td>Pedestrian safety enhancements • Eastbound Off- Ramp at Wilson Avenue • Westbound &amp; Eastbound On-Ramps at Fairground Drive</td>
<td>• PAED 5/2022 (T) • RTL 2/2024 (T) • Con Begin 9/2024 (T) • Con End 10/2025 (T)</td>
</tr>
</tbody>
</table>
DESIGN ALTERNATIVES ASSESSMENT AND SUPPORT FOR

STATE ROUTE 37 (SR 37)
ULTIMATE SEA LEVEL RISE
RESILIENT CORRIDOR

(US 101 TO SR 121)
ASSESSMENT PROCESS – 3 STEPS

STEP 1
Preliminary screening on whether the Alignments meet the Purpose and Need or strongly conflict with other regulatory restrictions

STEP 2
How does the Alternative perform against key Project objectives comparatively? (Measurements using available data)

STEP 3
Consensus Building – interpreting the comparative results
### RANGE OF ALIGNMENTS – FIRST PHASE SCREENING

<table>
<thead>
<tr>
<th>#1 (A6)</th>
<th>Routes that remain out of the projected SLR floodplain</th>
</tr>
</thead>
<tbody>
<tr>
<td>#2A/#2B</td>
<td>Routes through more narrow (shorter distances) areas of the projected SLR floodplain</td>
</tr>
<tr>
<td>#3 (removed earlier)</td>
<td>Routes that follow offshore of the marshland linking to US 101 south of Novato</td>
</tr>
<tr>
<td>A1 (#4)</td>
<td>Routes along existing transportation corridors - SR 37 and/or rail corridor</td>
</tr>
<tr>
<td>A2 (#5)</td>
<td>Route across the San Pablo Bay between US 101 to Mare Island</td>
</tr>
</tbody>
</table>

**Conceptual depiction - For review & discussion purposes only**
1. Preliminary Transportation Screening Exercise:
   *Objective to test alignment performance against “Preserving a Regional Transportation Corridor”*
2. Regional Model
3. Alternative Method
4. Results For VMT and Potential Congestion
5. Recommendations
REGIONAL MODEL ATTRIBUTE AND LIMITATIONS

MODEL ATTRIBUTES:

- 2020 Regional Model Confirmed for Regional Air Quality and VMT projections with Projections for 2040
- Macro Model: 9 County-wide regional travel model
- County-specific transportation models build from this model

LIMITATIONS

- The base year model has not been locally calibrated/validated to the project area
- The traffic analysis zone (TAZ) structure is not sufficiently disaggregated
- Origin-destination (O-D) travel patterns on SR 37 could not be verified with actual data
- Differences in delay from interchanges vs. at-grade intersections are not considered

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."
2040 Average Daily Trip Volume By Top 10 Origin and Destination Pairs:

<table>
<thead>
<tr>
<th></th>
<th>Origin</th>
<th>Destination</th>
<th>Volume</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vallejo</td>
<td>Novato</td>
<td>2,816</td>
<td>6.4%</td>
</tr>
<tr>
<td>2</td>
<td>Fairfield</td>
<td>Novato</td>
<td>2,780</td>
<td>6.3%</td>
</tr>
<tr>
<td>3</td>
<td>Vallejo</td>
<td>Petaluma</td>
<td>1,878</td>
<td>4.3%</td>
</tr>
<tr>
<td>4</td>
<td>Vallejo</td>
<td>San Rafael</td>
<td>1,658</td>
<td>3.8%</td>
</tr>
<tr>
<td>5</td>
<td>I-80 East</td>
<td>Santa Rosa</td>
<td>1,202</td>
<td>2.7%</td>
</tr>
<tr>
<td>6</td>
<td>Fairfield</td>
<td>San Rafael</td>
<td>1,174</td>
<td>2.7%</td>
</tr>
<tr>
<td>7</td>
<td>Vallejo</td>
<td>Larkspur/Corte Madera</td>
<td>1,048</td>
<td>2.4%</td>
</tr>
<tr>
<td>8</td>
<td>I-80 East</td>
<td>Novato</td>
<td>1,051</td>
<td>2.4%</td>
</tr>
<tr>
<td>9</td>
<td>Fairfield</td>
<td>Sonoma County</td>
<td>734</td>
<td>1.7%</td>
</tr>
<tr>
<td>10</td>
<td>Benicia</td>
<td>Santa Rosa</td>
<td>490</td>
<td>1.1%</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>Other</td>
<td>29,169</td>
<td>66.3%</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td>44,000</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Existing SR 37 Average Daily Trips (ADT) as of 2019 – 37,500 while the projected 2040 ADT volume is 44,000. Projected Daily VMT for Top Ten O-D Pairs: 582,377
SR 37 VEHICLE MILES TRAVEL RESULTS

Projected 2040 Average Daily VMT and Percent Change Compared to On-SR 37 by Top 10 Origin and Destination Pairs:

<table>
<thead>
<tr>
<th>Alternative:</th>
<th>Daily VMT For Top 10 O-D Pairs</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Build (inundated)</td>
<td>691,826</td>
<td>19%</td>
</tr>
<tr>
<td>A6 Northern 116/121/Hwy 12 Alignment</td>
<td>654,773</td>
<td>12%</td>
</tr>
<tr>
<td>A5 Mtn Burdell/Cougar Alignment and Rail Alignment</td>
<td>631,647</td>
<td>8%</td>
</tr>
<tr>
<td>A4 Burdell/Hog Island Alignment and On-SR37</td>
<td>606,297</td>
<td>4%</td>
</tr>
<tr>
<td>A3 Bahia/Atherton and On SR 37</td>
<td>589,489</td>
<td>1%</td>
</tr>
<tr>
<td>A1 On-SR 37</td>
<td>582,377</td>
<td>0%</td>
</tr>
<tr>
<td>A2 Over-Bay Alignment</td>
<td>568,639</td>
<td>-2%</td>
</tr>
</tbody>
</table>
SR 37 POTENTIAL TO INCREASE CONGESTION BY ALTERNATIVE

Increase in Congestion can lead to increase in Vehicle Emissions and Greenhouse Gas

<table>
<thead>
<tr>
<th>Alternative:</th>
<th>SR 12 (SR 29 to I-80)</th>
<th>SR 12 (SR 121 to SR 29)</th>
<th>SR 12 (SR 116 to SR 121)</th>
<th>I-580 (R-SR Bridge to I-80)</th>
<th>I-80 (SR 37 to I-580)</th>
<th>SR 29 (SR 37 to SR 12)</th>
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</thead>
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<tr>
<td>No Build (inundated)</td>
<td>Worsen</td>
<td>Worsen</td>
<td>Worsen</td>
<td>Worsen</td>
<td>Worsen</td>
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<tr>
<td>A6 Northern 116/121/ Hwy 12 Alignment</td>
<td>Worsen</td>
<td>Worsen</td>
<td>Lessen</td>
<td>Worsen</td>
<td>Worsen</td>
<td>Worsen</td>
</tr>
<tr>
<td>A5 Mtn Burdell/ Cougar Alignment and Rail Alignment</td>
<td>Worsen</td>
<td>Lessen</td>
<td>Lessen</td>
<td>Worsen</td>
<td>Worsen</td>
<td>Worsen</td>
</tr>
<tr>
<td>A4 Burdell/Hog Island Alignment and On-SR37</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
<td>Worsen</td>
<td>Worsen</td>
<td>No Change</td>
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<tr>
<td>A3 Bahia/Atherton and On SR 37</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
<td>Worsen</td>
<td>Worsen</td>
<td>No Change</td>
</tr>
<tr>
<td>A1 On-SR 37</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
</tr>
<tr>
<td>A2 Over-Bay Alignment</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
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</tr>
</tbody>
</table>

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
RESULTING RANGE OF ALIGNMENTS

1. On – SR 37
2. Over-Bay
3. Bahia/Atherton
4. Burdell/Hog Island

Conceptual depiction - For review & discussion purposes only

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
Available Resources led to Alternative Method

1. **SR 37 Travel Behavior & Transit Feasibility (May 2019)** – Provides detailed O-D data for SR 37 prepared for NVTA, TAM, STA, and SCTA. These O-D Pairs are held constant for each project alternative.

2. **Performance Measurement System (PeMS) 2019 (Caltrans Hosted PeMS Website)** – Provided daily traffic count on SR 37 east of SR 121. This data was used to be representative of the existing (2019) average daily traffic (ADT) volume on SR 37.

3. **SR 37 Segment B PSR/PDS (December 2018)** – Provides SR 37 traffic forecasts that indicates an average annual growth rate of about 0.8% per year. This growth rate information was used to estimate a year 2040 ADT volume for SR 37.
Available Resources Used to Develop Alternative Method

1. Top ten O-D pairs held constant
2. Used current alignment as baseline comparison
3. Charted the change in VMT between O-D pairs using the new Alternative
4. Multiplied the change in miles times the number of trips associated with that O-D pair

Limitations:

1. Does not track changes in land use over time (froze proportion of trips with increase of 0.8% per year)
2. Only reflects change associate with SR 37 (does not capture other route choice changes or daily effects of travel time on route choice)
3. Smaller O-D pairs are not captured in this change of VMT
**West Reach US 101 to SR 121**
- On – SR 37 Alternative A1A - Hybrid
- On – SR 37 Alternative A1B - Causeway
- Over-Bay Alternative A2
- Bahia/Atherton Alternative A3
- Burdell/Hog Island Alternative A4

**Central Reach SR 121 to Mare Island**
- On – SR 37 Alternative B1A - Hybrid
- On – SR 37 Alternative B1B - Causeway
- Over-Bay Alternative B2

---

**Conceptual depiction – For review & discussion purposes only**
Discussion, Question and Answer Session for the DAA

For any follow-up questions, please email: Jodi.ketelsen@tylin.com
RESILIENT SR37

M ARIN • S O N O M A N APA • S O L A N O

CORRIDOR PROJECTS

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
SR 37 Policy Committee Meeting

SR 37 Corridor Ultimate Project (US 101 – I-80) Planning and Environmental Linkages (PEL) Study Purpose and Need Statement

October 7, 2021
• Identify Corridor Setting and Needs
• Identify SR 37 projects and studies and relationship to PEL
• Gather Previous studies/data
  - Identify data gaps
  - Discuss Purpose and Needs
• Develop draft Purpose and Need for PEL
  - Review prior alternatives
• Introduce PEL to Public
  - Ask for input on Corridor Needs, draft Purpose Statement, and potential Alternatives
• Refine Purpose
  - Identify evaluation criteria
• Finalize Purpose
  - Finalize evaluation criteria
  - Develop Alternatives
  - Level 1 Alternatives Screening
• Level 2 screening: Evaluate and compare alternatives
• Level 3 Screening: Evaluate and compare alternatives
• Finalize PEL Report

December
January/February
March
May
July/August
September/October
November/December
2022

Public Meeting May 26, 2021
Public Meeting January 2022

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
Prior Meetings

- April 15 SR 37 Town Hall
- May 11 DAA ETWG Meeting
- May 26 SR 37 PEL Public Meeting
- SWG: Dec 10, March 26, July 30, Sept 24
- RAP: June 11, August 27

Upcoming Meetings

- October 29 RAP Meeting
- December 10 SWG Meeting

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
NEEDS IDENTIFIED DURING STAKEHOLDER ENGAGEMENTS

Resiliency
Sea Level Rise
Bike/Ped Improvement
Rail Improvement
Funding

Recreations
Route
Reliability
Agency Coordination
Climate Change
Equity
Long-term vision and improvements
Wildlife
Reducing VMT
Mobility
Climate Change
Congestion Relief
Flood

Sea Level Rise

Safety
Tolling

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
<table>
<thead>
<tr>
<th>PEL Purpose:</th>
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</tr>
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<tbody>
<tr>
<td>As presented during March 26, 2021 SWG Meeting.</td>
<td>Interim Update made following SWG.</td>
</tr>
</tbody>
</table>

- Enhancing resiliency against extreme events (earthquakes, fire, flooding) through year 2100
- Enhancing corridor resiliency against extreme events (earthquakes, fire, flooding) through year 2100 while facilitating ecological resilience, adaptability, and function in the study area.
- Improving travel time reliability.
- Improving travel time reliability.
- Preserving SR 37 as a critical route.
- Preserving the movement and functionality of SR 37 as a critical route.
- Accommodating multi-modal uses.
- Accommodating multimodal uses.
- Maintain and improve access.
- Maintain and improve public access.

- Providing an equitable transportation solution for all populations to secure access to jobs, services, and recreation for populations with fewer transportation choices.
### EVOLUTION OF THE PURPOSE STATEMENT

<table>
<thead>
<tr>
<th>PEL Purpose:</th>
<th>PEL Purpose:</th>
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<tbody>
<tr>
<td>As presented during March 26, 2021 SWG Meeting.</td>
<td>Revised PEL Purpose following PLT Coordination.</td>
</tr>
<tr>
<td>Enhancing resiliency against extreme events (earthquakes, fire, flooding) through year 2100</td>
<td>Preserving a critical regional transportation corridor that is resilient to extreme events while integrating ecological resiliency which facilitates adaptation to sea level rise</td>
</tr>
<tr>
<td>Improving travel time reliability.</td>
<td>Providing reliable travel time and increasing person through-put</td>
</tr>
<tr>
<td>Preserving SR 37 as a critical route.</td>
<td></td>
</tr>
<tr>
<td>Accommodating multi-modal uses.</td>
<td>Providing safe mobility for bicyclists and pedestrians</td>
</tr>
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<tr>
<td></td>
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</tr>
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<td>PEL Purpose: As presented during March 26, 2021 SWG Meeting.</td>
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Response to Comments

Caltrans provided written responses to feedback received during July 30 SWG Meeting and August 27 Resource Agency Partnering Meeting, including comments pertaining to:

• Refined project purpose
• Requests for clarification as to why certain input on the purpose statements was not incorporated
• Questions regarding definition of terms used in project purpose
• DAA alternatives
• 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 promoting increases in average vehicle occupancy

• Providing safe mobility for bicyclists and pedestrians

• Maintaining and enhancing public access, including to recreational areas

• Providing equitable multimodal transportation solutions that improve access for, and provides meaningful benefits to all users of SR 37, with special consideration of underserved communities
NEXT STEPS

Evaluation Criteria and Alternatives

• Will establish and collaborate with technical working groups (TWGs) regarding the development of screening criteria and alternatives
Thank You

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SR37 COMMUTE PROFILE

- No transit and active transportation alternatives
- Transit not feasible until interim project is completed
- Highest Frequency of Trips – Westbound from Vallejo and Fairfield to Novato

- Average commuter is: 45-54 years old
- About 60% have a household income below the Bay Area median
- 50% travel corridor daily or a few times a week
- 45% use corridor to get to work

Source: SR37 Travel Behavior & Transit Feasibility Study - NVTA Fehr and Peers April 2019

Funded by:

[Logo: BA AQM District]
PROJECT OVERVIEW

Mission Statement: Decrease congestion and carbon emissions from SOVs that drive the SR37 corridor, through Solano, Napa, Sonoma, and Marin counties.

Grant Total: $184,500 over 2-year time period

Project Goals:
1. Increase awareness of ridesharing options and services among commuters in Solano, Napa, Sonoma, and Marin counties.
2. Increase the # of carpools/vanpools on the SR 37 corridor.
3. Reduce peak period travel time for commuters on the SR 37 corridor.
Ridesharing

- Origin/Destination
- Arrival/Departure Time & Date
- Days of the week
- Corridor Trip Matches
- Secure Messaging

- One-Time Trips
  Alt Mode Trip Planning & Matching
  - Vanpool Matching
  - Transit Linking
  - Bike & Bikepool Matching
  - Walking
  - Solo Drive

Ridematching Functionality using Ride Amigos

Funded by:
Bay Area Air Quality Management District
PROJECT TIMELINE

• Oct 25, 2021 - Commute37.com Website Launch

• Jan 2022 – Jan 2023 – Pilot Project Launch over a 1-year time period – Ongoing Incentive Program

• Jan 2023 - Analyze Participation Rates/Track Analytics for Final Report

Key Deliverables:
1) Carpool/Vanpool Incentive Program with technology integration across website and 4 individual platforms
2) Marketing Campaign – social media/print ads targeting employers/residents in Solano, Marin, Napa and Sonoma.

Funded by:
Bay Area Air Quality Management District
CONTACT INFO

COMMUTE 37 PROJECT TEAM

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