## **RESILIENTSR37**















#### STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, February 1, 2024

#### **PLEASE NOTE:**

State Route 37 Policy Committee will be a hybrid meeting, with Policy Committee members inperson.

Members of the public who wish to attend in person may do so at:

Napa Valley Transportation Authority

JoAnn Busenbark Board Room 625 Burnell Street

Napa, CA 94559

Or virtually through the following platform:

https://us02web.zoom.us/j/87697269744?pwd=Y2o2a201bGpwb3ptQ1Q0N2lyZEdSZz09

Webinar ID: 876 9726 9744

Passcode: 580139

#### **PUBLIC COMMENT:**

Public comment on specific agenda items will be allowed during the meeting via Zoom by using the raise hand function, as well as in person. 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 Erin Hannigan

#### 2. OPPORTUNITES FOR PUBLIC COMMENT

Public comment may also be submitted in electronic written format. Please submit public comment by email before 5:00PM on 1/31/2024. 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 <u>Drew.Nichols@scta.ca.gov</u> 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.

#### 3. CONSENT CALENDAR

3.1. Minutes of the October 5th, 2023 SR 37 Policy Committee Meeting\*

Recommendation:

**Drew Nichols, SCTA** 

Approve October 5th, 2023 SR 37 Policy Committee Meeting Minutes

#### 4. DISCUSSION/INFORMATION ITEMS

4.1. State Rail/SMART Study\*

4.2. Communications

4.3. Near-term Sears Point to Mare Island Improvement\*

4.4. Long-term Flood Reduction Project (US 101-Atherton Ave)

4.5. Partnership Expansion\*

Shannon Simonds, CT

Bart Ney, CT

Kevin Chen, MTC Javier Mendivil, CT

**Andrew Fremier, MTC** 

Special Guests: Secretary Toks Omishakin and Secretary Wade Crowfoot will attend virtually at 11:00 to highlight the collaborative approach for transportation and natural resources in this corridor.

#### 5. COMMITTEE MEMBER COMMENTS / STAFF UPDATES

ΑII

#### 6. FUTURE TOPICS

- 6.1. Novato Creek Baylands Strategy
- 6.2. Communications Plan
- 6.3. Long-term Resiliency Project Prioritization
- 6.4. Bus Transit Implementation Plan
- 6.5. Public Access
- 6.6. Innovative Financing and Project Delivery

#### 7. ADJOURNMENT

\* Materials included

#### **Future Meeting Schedule**

June 6<sup>th</sup>, 2024- SOL County October 3<sup>rd</sup>, 2024- SON County

# **RESILIENTSR37**

#### **SR 37 Policy Committee Members:**

#### **SCTA**

David Rabbitt Sonoma County Board of Supervisors

Susan Gorin Sonoma County Board of Supervisors

Victoria Fleming MTC Commissioner

#### **NVTA**

Alfredo Pedroza, MTC Commissioner

Ryan Gregory Napa County Board of Supervisors

Leon Garcia Mayor City of American Canyon

#### MTC

Andrew Fremier, Executive Director

#### **TAM**

Eric Lucan, Vice Chair Marin County Board of Supervisors

Stephanie Moulton-Peters, Marin County Board of Supervisors

Brian Colbert Councilmember Town of San Anselmo

#### **Caltrans**

Dina El-Tawansy, District 4 Director – Bay Area

#### **STA**

Erin Hannigan, Chair Solano County Board of Supervisors

Robert McConnell Mayor City of Vallejo

Jim Spering MTC Commissioner

# **RESILIENTSR37**















## State Route (SR) 37 Policy Committee Meeting Minutes 9:30 a.m., Thursday, October 5, 2023

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

#### 1. Call to Order/Introductions

Chair Erin Hannigan called to order the State Route 37 Policy Committee at 9:35 a.m.

#### **Policy Committee Members Present:**

Erin Hannigan, Chair Supervisor, County of Solano Eric Lucan, Vice Chair Supervisor, County of Marin

Brian Colbert Councilmember, City of San Anselmo

Victoria Fleming MTC Commissioner, Councilmember, City of Santa Rosa

Leon GarciaMayor, City of American CanyonRyan GregorySupervisor, County of NapaSusan GorinSupervisor, County of Sonoma

Robert McConnell Mayor, City of Vallejo

Stephanie Moulton-Peters Supervisor, County of Marin
David Rabbitt Supervisor, County of Sonoma

#### **Policy Committee Members Absent:**

Alfredo Pedroza MTC Commissioner, 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
Dina El-Tawansy, Caltrans - District 4 Director

#### 2. Opportunities for Public Comment

There were no members of the public – both in person and virtual – wishing to speak on items not on the regular agenda.

#### 3. Consent Calendar

3.1. Minutes of the March 2, 2023 State Route 37 Policy Committee Meeting

This item begins at 5:02 on the video recording.

Supervisor Stephanie Moulton-Peters moved for approval of the Consent Calendar; Supervisor Ryan Gregory seconded.

The motion was approved through the following vote:

Aye: Colbert; Fleming; Garcia; Gorin; Gregory; Hannigan; Lucan; McConnell; Moulton-Peters; Rabbitt.

Abstain:

Absent: Pedroza.

#### 4. Discussion/Information Items

4.1. Communications Update

This item begins at 5:26 on the video recording.

Bart Ney, Caltrans, provided the committee with an update on communications relate to the work for SR37, including a report on the inter-agency weekly communications meeting, public meeting related to the flood reduction project, and development of a corridor-wide communications plan.

Staff are also working on developing a virtual tour and visualizations of the corridor for the public to view.

Chair Hannigan commented on the corridor tour that was organized for the committee.

#### 4.2. Baylands Restoration

This item begins at 11:30 on the video recording.

Jessica Davenport, Coastal Conservancy, presented to the committee on habitat conservation and restoration strategies and projects in the San Pablo Baylands. The

presentation can be viewed by <u>CLICKING ON THIS</u> LINK.

Mayor Garcia commented on the concerns and issues related to environmental impacts in the region.

Ms. Davenport added that the restoration authority is currently funding the City of American Canyon to do a wetlands plan.

Supervisor Susan Gorin encouraged to submit projects for the next round of funding.

#### **Public Comment:**

Dan March commented on NOAA's study of sea ice and the drastic reduction of sea ice in the polar regions.

Mr. March spoke on the studies and the concern that the sea level will rise.

Susan Kirks commented on extending Tolay Creek upland, recalling the work in preserving open space. This is a special area and Ms. Kirks is grateful to see the connection to SR37.

Regarding the Petaluma River watershed, Ms. Kirks commented on the interest of the Madrone Audubon Society to be part of the discussions.

Gita Dev commented on the excitement to see the adaptation atlas showing up as the basis of the thinking as to what the nature-based adaptation measure could be.

Ms. Dev also commented on the step forward with the agencies working together on this adaptation work.

Ms. Dev asked about the opportunity to present, or to publicize, this topic to a larger audience.

Tom Conlon supported the comments from Ms. Kirks and Ms. Dev, adding that the scope of the investment strategy is understood.

Mr. Conlon commented on the initial inundation forecast map of where the water is predicted to rise compared with the historic shoreline. There is one segment of property between Tolay Creek and Sears Point that was historically underwater

and has been reclaimed but is still projected to not be resorted to its original wetland's conditions.

Mr. Conlon asked if that property has good landscape and habitat restoration reasons, or if it's because the Chairman of the Coastal Conservancy is a business partner of one of those property owners.

- 4.3. Near Term Sears Point to Mare Island Improvement Project
  - 4.3.1. Ecological Enhancements
  - 4.3.2. Toll Program Development
  - 4.3.3.Intersection Improvements

This item begins at <u>54:55</u> on the video recording.

Jeanette Weisman, MTC, and Ricky Gao, Caltrans, provided the committee with an update on the near-term Sear Point to Mare Island Improvement Project.

Supervisor Susan Gorin asked if the design for the Tolay Creek Bridge is high- and wide enough to accommodate the bay level rise and not have to rebuild in the future.

Mr. Gao responded that the current EIR includes the widening of the structure and will be built twice.

Suzanne Smith added that if we must wait to build the ultimate, then the restoration work does not start.

Supervisor Gorin asked where would the toll "plaza" be located on the corridor or if this will be a sensor responder system.

Mr. Gao responded that is still in development.

Ms. Weisman added that the ultimate corridor toll gantries are to be determined and there is a need for additional studies.

The toll collection system will likely mirror the rest of the Bay Area.

Supervisor Ryan Gregory commented on the equity program on tolling and asked if there is anything planned in the near term.

Ms. Weisman responded that staff are working on additional support to help evaluate our programs and make some informed suggestions.

Chair Hannigan commented on the letter on toll, noting the concern for residents in Vallejo and Solano-/Napa County get hit with the toll.

Supervisor David Rabbitt commented on the toll being placed on segment B and spoke on the discussions around equity and means-based tolling.

Mayor Leon Garica commented on a traffic study that looked at the traffic through American Canyon via SR29.

Supervisor Eric Lucan commented on phasing the interim projects.

Ms. Weisman responded that staff are looking at the potential to move forward with the Tolay Creek Bridge replacement and the strip marsh east enhancement as an early phase of the SR121 improvements.

Supervisor Lucan commented further on the congestion at the SR37/121 intersection.

Mr. Gao responded staff did a traffic model through the project's construction year and beyond, and can share with the committee.

#### **Public Comment:**

Steve Birdlebough commented on a letter provided his organization and commented that we don't need to do all nine miles at once; we can get the HOV lanes constructed sooner.

Tom Conlon wondered why the project over Novato Creek is feasible and fundable now, but similarly the rest of the corridor is not on the table.

Mr. Conlon expressed an interest to read the cost analysis.

Kate Powers commented on why there cannot be a replacement bridge like the Novato Creek bridge to be put in.

In terms of restoration, should we not advance in a way that it is planned now. The restoration would not be needed if the length of Highway 37 from SR121 to Mare Island were accelerated toward the causeway.

4.4. Long-term Projects
4.4.1.Flood Reduction Project

This item begins at <u>1:30:51</u> on the video recording.

Ricky Gao, Caltrans, provided an update to the committee on the Flood Reduction Project.

Supervisor Eric Lucan asked what would happen to the existing roadway when the new bridge goes into place.

Mr. Gao responded the existing roadway will be removed to increase the wildlife restoration and connectivity.

#### **Public Comment:**

Steve Birdlebough commented that there are several pint people get on and off and that if they are driving the whole length, they should pay the full toll.

We also need to look at the SMART rail tracks.

Kate Powers commented that the draft EIR covers two phases: to remove the current bridge and replaced with one at the ultimate height.

Ms. Powers asked about phase two of the project, wondering if the roadway to 101/Atherton Ave will also be removed.

Barbara Salzman commented on the removal of the roadway underneath the transition bridges.

Regarding mitigation, the public workshop an EIR are different in terms of how mitigation is discussed and that needs to be clearly upgraded.

Lastly, unless the causeway is extended to cover Simmons Slough will preclude a significant area of being restored north of the current SR37 alignment and will ask the EIR to consider going to Atherton Ave.

Tom Conlon commented that the no build alternative in the EIR needs to have an estimate of how much vehicle miles travelled demand destruction would occur if the project does not get built.

**5.** Committee Member Comments/Staff Updates

This item begins at <u>1:39:06</u> on the video recording.

Chair Hannigan asked where the public can best access the meeting agendas, presentations, etc.

Bart Ney responded that Caltrans has a webpage for the SR37 project, as well as SCTA hosts <a href="https://www.resilient37.org">www.resilient37.org</a> that includes all meeting agendas and presentations.

Staff will also work to update the webpages and connect.

- **6.** Future Topics
  - 7.1. RM3
  - 7.2. Mare Island Development
  - 7.3. Passenger Rail Planning
  - 7.4. Long-term Resiliency Project Prioritization

Included for the committee's interest.

7. Adjournment

The committee adjourned at 11:16 a.m.

#### DRAFT

## Resilient SR37 – Baylands Restoration and Transportation Expanded Partnership

Environment, Efficiency, Economy, Equity

Proposed organizational improvements to the Resilient State Route 37 Leadership structure aim to ensure that environmental and equity goals are elevated and met, alongside highway improvements that improve mobility, safety, traffic congestion, and public access.

#### **Policy Committee**

Meets 3 times per year **Members:** 

- 3 Elected Officials from each North Bay county (MRN, SON, NAP, and SOL)
- Congressional Offices\*
- State Legislative Offices\*

Meets 4 times per year

Caltrans, Dist. 4NVTA

- Tribal Chairs\*
- \* Ex Officio

**Members:** 

MTC

#### **Public & Stakeholder Outreach**

- Policy Committee is a public meeting
- Outreach as part of project specific actions
- Ongoing stakeholder group engagement

## **Leadership Committee (New)**

Meets 3 times per year

**Project Leadership Team** 

Caltrans, Dist. 4SCTA

#### **Members:**

BCDC

- Equity Advisor CDFW
- CalSTA ESC Rep. Caltrans
- CTC

**Members:** 

MTC

NVTA

CNRA

TAM

- CDFW

SFRWQCB

■ SFRWQCB

## **Interagency Regulatory Coordination**

#### **Members:**

USACE

USFWS

USEPA

NOAA

CDFW

MTC.

**Equity** 

**Executive Steering Committee** 

SCTA

BCDC

SMART

NVTA

TAM

SMART

STA

- STA - Caltrans, Dist. 4 - SFRWQCB
  - SCTA TAM

SFFI

- Federated Indians of **Graton Rancheria**
- Yocha Dehe Wintun Nation

#### **Program** Coordination Team (New)

#### **Members:**

- Caltrans
- MTC
- Communication and Reporting
- Corridor Coordination
- Finance
- Facilitator and Local Liaison
- Grant Support
- Program Controls

STA

SMART

### **Project and Program Teams**

**Ecological Restoration Transportation** 

#### **Public Access**

### **Communication**

## **Examples:**

- Flood Reduction Project (101-Atherton Ave.)
- Sears Point to Mare Island Improvements (includes Tolay **Creek and Strip Marsh East)**
- Bus Transit
- Rail Transit and Freight
- Bay/Water Trail
- Sonoma Creek Baylands

- Petaluma Creek Baylands
- Novato Creek Baylands
- Tolling Policy and **Implementation**

This approach does not obligate Partners to provide funding for involvement, nor does it require the signatory agencies to obligate or expend funds in excess of available appropriations. Neither does this agreement alter in any way any Partner's legal authority or jurisdiction8

# **Resilient SR37** — Baylands Restoration and Transportation Expanded Partnership

# The Outcome: Collaborative and Coordinated Project Delivery Will Support Equity, Economy, Environment, Efficiency

California State Route (SR) 37 is essential to the San Francisco Bay region, and particularly to the counties of Marin, Sonoma, Napa, and Solano. More than 40,000 vehicles travel on it daily, causing lengthy and inequitable commutes, predictable traffic congestion, and climate change impacts. Climate change is causing greater and more frequent flooding of this critical transportation corridor. SR37 cuts through a mosaic of tidal and seasonal wetlands – some of the last, best natural habitat for plants and animals in the entire region. These wetlands, themselves, serve as nature-based climate buffers to sea level rise and extreme weather events for their nearby urban areas, agricultural land, and other infrastructure.

The future of SR 37 will be different than its past. We have a once-in-a-generation opportunity to re-envision transportation infrastructure that will meet the many challenges of the 21st Century. This opportunity demands urgent partnerships to address transportation, resource restoration, equity, and climate change challenges in the North Bay. It also creates a moment that requires commitment to the development and implementation of both near-term and long-term projects for a truly Resilient SR 37. A Resilient SR 37 will better serve California's residents, workforce, economy, and environment. The partnership described below intends to set a national model for how a redesigned thoroughfare can create multiple equity, economic, environmental, and efficiency benefits.

The proposed organizational improvements to the Resilient Highway 37 Leadership structure outlined below are designed to elevate environmental and equity goals alongside the fundamental transportation goals of highway improvements, increased and effective mobility, and accountability to affected communities.

#### **How – Collaboration and Communication**

Work on SR37 has been advancing over the past decade with a partnership structure necessarily focused on transportation improvements and addressing resilience. That approach will now be amplified under an updated structure to formally integrate Bayland restoration, transportation, and equity efforts. This new structure will ensure efficient, effective, and timely communication and coordination across government agencies and community groups, address equity issues, and support the development of and advocacy for grant proposals and future funding needs.

Routine reporting and regular meetings across multiple levels of policy makers, project implementers, and technical experts will advance projects quickly and collaboratively. The SR37

Baylands Restoration and Transportation Partnership includes a Brown Act Policy Committee to strengthen public engagement, and is comprised of local elected representatives from each of the four North Bay counties, along with State and federal legislators and tribal chairs.

In addition, key executive level staff from State and regional agencies that address transportation and natural resources will meet to routinely to provide guidance to project delivery staff as needed.

This approach does not obligate Partners to provide funding for involvement, nor does it require the signatory agencies to obligate or expend funds in excess of available appropriations. Neither does this agreement alter in any way any Partner's legal authority or jurisdiction.

#### Who – Partnership Members and Responsibilities

#### **■** Policy Committee

#### Membership (12 + 10 ex officio):

- Three representatives from the four North Bay Counties including each of the four MTC
  Commissioners and four BCDC Commissioners plus one additional appointee from the
  County Transportation Authority Board. If the BCDC and MTC Commissioners are the same
  person in a county, that CTA may appoint an additional person. (12)
- Tribal Chairs from Federated Indians of the Graton Rancheria and Yocha Dehe Wintun Nation (ex officio) (2)
- Congressional Representatives from the four North Bay Counties (ex officio) (3)
- State Senators from the four North Bay Counties (ex officio) (2)
- State Assembly Members from the four North Bay Counties (ex officio) (3)

#### Responsibilities:

- Provide policy direction on how best to improve the SR37 corridor.
- Receive regular reporting on transportation, equity, public access, and resource restoration projects.
- Provide a venue for active public engagement.
- Advocate for the project and support funding opportunities.
- Meet a minimum of three times annually and select a Chair and Vice Chair every two years.

#### Leadership Committee

#### Membership (9):

- California Secretary of Transportation
- California Secretary of Natural Resources

- Director of California Department of Transportation
- Director of California Department of Fish and Game
- Executive Director of California Transportation Commission
- Executive Officer of San Francisco Regional Water Quality Control Board
- Executive Director of San Francisco Bay Conservation and Development Commission
- Executive Director from Executive Steering Committee
- Equity Advisor

#### Responsibilities:

- Coordinating State leadership to advance and articulate policy and public information.
- Decision making to ensure that SR37 transportation and restoration projects fit within Statewide priorities and then advocating on their behalf.
- Information sharing and collaboration.
- Leverage funding opportunities.

#### Executive Steering Committee

#### **Membership** (7):

- Director of District 4, California Department of Transportation
- Executive Director of Metropolitan Transportation Commission
- Executive Director of Sonoma Marin Area Rail Transit
- Executive Director of Napa Valley Transportation Authority
- Executive Director of Solano Transportation Authority
- Executive Director of Sonoma County Transportation Authority
- Executive Director of Transportation Authority of Marin

#### Responsibilities:

- Project level decision making.
- Guide the identification, development, funding plan, and implementation of transportation and related projects through regular coordination.
- Meet regularly and select a Chair every other year to lead the ESC meetings and perform duties related to organizing the meetings and representing the ESC on the Leadership Committee.
- Approve the scope, schedule, budget, and funding plans for individual projects.
- Oversee overall project progress and support reporting of status, risk assessment, costs, and schedule.

#### **Committee Support:**

- Project Leadership Team agenda development and content
- San Francisco Estuary Institute science advisors

- Presentations and participation from relevant organizations on equity, transit, public access, etc.
- Engage BCDC, SFRWQCB, CDFW, FIGR, Yocha Dehe, and others as topics require.

#### Project Leadership Team and Interagency Regulatory Coordination

#### Membership:

Regulatory, land management, project managers, and planning level staff from:

- US Army Corp of Engineers
- US Fish and Wildlife Service
- US Environmental Protection Agency
- National Oceanic and Atmospheric Administration
- California Department of Transportation, District 4
- California Department of Fish and Game
- California State Coastal Conservancy
- Metropolitan Transportation Commission
- Bay Conservation and Development Commission
- San Francisco Regional Water Quality Control Board
- Federated Indians of the Graton Rancheria
- Yocha Dehe Wintun Nation
- Sonoma Marin Area Rail Transit
- Napa Valley Transportation Authority
- Solano Transportation Authority
- Sonoma County Transportation Authority
- Transportation Authority of Marin
- San Francisco Estuary Institute

#### Responsibilities:

- PLT assist the ESC in performance of its duties and coordinate at a management level on funding, cost estimates, risk assessment, scope, schedule, budget, project delivery and reporting.
- IRC focus on primary regulatory considerations and land use management in reviewing project design.
- Facilitate good communication and information sharing between PLT and ICC.

#### **Committee Support:**

- MTC and Caltrans agenda development and content
- San Francisco Estuary Institute science advisors
- Engage San Francisco Estuary Partnership, Bay Area Regional Collaborative, sanitation districts, flood control districts, and others as topics arise.

#### ■ Project and Program Teams

#### Issue areas:

- Transportation
- Ecological restoration
- Public access
- Equity
- Communication

#### Responsibilities:

- Project level work to advance projects.
- Manage functional leads for all technical areas.

#### **Examples:**

- SR37 Flood Reduction Project Hwy 101 to Atherton Avenue
- SR37 Sears Point to Mare Island Improvements
- Tolay Marsh Restoration
- Strip Marsh East Restoration
- Bus Transit
- Rail Transit and Freight Service
- Sonoma Creek Baylands
- Petaluma Creek Baylands
- Novato Creek Baylands
- Tolling Policy and Implementation
- Bay Trail connections

#### Program Coordination Team

#### Membership:

- Caltrans
- MTC
- Communications and Reporting
- Corridor coordination
- Finance
- Facilitator and local liaison with focus on restoration
- Grant Support
- Program controls

#### Responsibilities:

- Serves as staff support to ESC and Leadership Committee.
- Facilitate and coordinate partnership efforts related to communication, funding strategy, risk management, program controls, transit planning, equity, and toll policy development.
- Develop and support a corridor communication plan.
- Develop regular reporting.

#### Public and Stakeholder Outreach

#### Responsibilities:

- Policy Committee is a public meeting.
- Outreach will occur as a part of project specific actions such as CEQA/NEPA processes, toll
  program development, and transit planning.
- Ongoing stakeholder group engagement will continue with tribal governments, the Baylands Group, equity advisory groups, and others.