

RESILIENTSR37



Resilient State Route 37 Program Report

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I. PROGRAM HIGHLIGHTS

The purpose of this report is to summarize the progress of delivering the Resilient SR37 Program. The report covers the fourth quarter of Fiscal Year 2024 (April 1 to June 30, 2024).

Major Updates

- \$70M in funding for Sears Point to Mare Island secured.
- Fairgrounds Drive Interchange Project went out to bid.
- SR-37 Express Bus and Transportation Demand Management Study completed.
- \$1.24 million Coastal Conservancy grant for restoration secured.
- Major Maintenance work to improve pavement conditions kicked off.

Highlights / Milestones Completed	Current Activities / Upcoming Actions Needed
Sears Point to Mare Island Improvement Project	
<ul style="list-style-type: none"> • Secured \$50M from CTC's Local Transportation Climate Adaptation Program. • Secured \$20M from USDOT's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT). • Nominated the project as a Construction Manager/General Contractor (CM/GC) candidate to provide cost certainty, facilitate phasing of the project, and to mitigate known risks with early coordination with the contractor. • Submitted application for USDOT's Multimodal Project Discretionary Grant Opportunity (May 2024). 	<ul style="list-style-type: none"> • Obtain environmental clearance on the Tolay Creek Bridge Replacement (anticipated completion by June 2024) and Strip Marsh East Draft Environmental Document (anticipated in Fall 2024). • Submit application for CTC's SB 1 funding opportunities (Fall 2024).
Fairgrounds Drive Interchange Project	
<ul style="list-style-type: none"> • Completed Bid package; project will go to bid in June 2024. • Secured full funding at \$25.3M 	<ul style="list-style-type: none"> • Award contract • Start construction
State Route 37 Flood Reduction Project	
<ul style="list-style-type: none"> • Secured \$155M from PROTECT in August 2023. • Achieved final Project Approval and Environmental Document on January 31, 2024. • Initiated the Design phase in Spring 2024. 	
SMART Rail Service	
<ul style="list-style-type: none"> • Accepted into the FRA's Corridor Identification and Development Program. • Completed draft Project Study Report (PSR) in May 2024. 	<ul style="list-style-type: none"> • Anticipate approval of the PSR in Fall 2024.

Highlights / Milestones Completed	Current Activities / Upcoming Actions Needed
Bus Service	
<ul style="list-style-type: none"> Solano Transportation Authority completed the SR37 Express Bus/Transportation Demand Management Plan (STA). 	
Habitat Restoration Projects	
<ul style="list-style-type: none"> Tolay Creek Baylands Restoration Planning Project received State Coastal Conservancy grant (Feb 2024) for \$1,241,200 to plan for ecological restoration. Strip Marsh East -Initial technical studies performed to inform project design. 	
Program Management & Communications	
<ul style="list-style-type: none"> Public information on road closures prepared and disseminated. 	
Operations and Maintenance of Existing Corridor	
<ul style="list-style-type: none"> 04-0Y190 (Highway Maintenance paving) will begin paving the weekend of April 19-21, 2024 to rehabilitate pavement between the SON/SOL county line and the Napa River bridge. 04-2K740 (Capital Maintenance – pavement rehabilitation in Marin County) is expected to begin construction in Spring 2025. This project proposes pavement rehabilitation on SR-37 from the US-101 interchange to the Petaluma River Bridge. 	<ul style="list-style-type: none"> 04-3W760 (Napa River Bridge polyester overlay) is expected to begin construction Summer 2024. 04-0P760 (Pedestrian Enhancements) completed the design phase. This project provides Pedestrian Enhancements at the Wilson Avenue and Fairgrounds drive. Construction is expected to begin in Fall 2024. 04-4W830 (Clean California Fencing Project) is in the construction phase and will be making improvements to the Mare Island interchange and Napa River Bridge, and the Lewis Brown and Mini Drive OC. Construction completion expected in Summer 2024. 04-2Q500 (Petaluma River Bridge rehab) is expected to begin construction in Spring 2025.

II. PROGRAM OVERVIEW

A. Program Description

With more than 40,000 vehicles traveling on it daily, California State Route (SR) 37 is essential to the San Francisco Bay region—particularly to the counties of Marin, Sonoma, Napa, and Solano. The low-lying corridor experiences many challenges, including chronic traffic congestion, a lack of public transit, vulnerability to storm-related flooding, and climate change impacts. Climate change is causing greater and more frequent flooding of this critical transportation corridor, with most of SR-37 predicted to become permanently submerged by 2100. SR-37 cuts through a mosaic of tidal and seasonal wetlands, which are some of the last, best natural habitat for plants and animals in the entire region. The proximity of the existing roadway and wetlands is in some ways a constraint to both—with the presence of sensitive habitat limiting multimodal improvements along the existing corridor and the roadway limiting ecological connectivity and the restoration of the historic San Pablo baylands. However, the wetlands can serve as an interim defense against climate change. A nature-based buffer to sea level rise and extreme weather events for SR-37 as well as nearby urban areas, agricultural land, and other infrastructure. The Resilient SR37 – Baylands Restoration and Transportation Partnership has been established to navigate these challenges; to design a corridor that supports equity, access, ecology, and climate change resilience. Advances have already been made to guide the design of the Resilient SR37 transportation projects and baylands restoration.

With extensive input from stakeholders, the public, and regulatory agencies, Caltrans District 4 conducted the State Route (SR) 37 Planning and Environmental Linkages (PEL) Study to identify a transportation vision, identify needs, and consider alternatives to address the present and future threats to this critical corridor. The PEL process was developed by the Federal Highway Administration to encourage an early and integrated approach to transportation planning and environmental review. The SR-37 PEL was completed in 2022 and now informs project design, phasing, and delivery; minimizes duplication of effort; and streamlines environmental approvals and permitting.

In May 2024, California Department of Fish and Wildlife approved the [North Bay Baylands Regional Conservation Investment Strategy \(North Bay Baylands RCIS\)](#), which was produced by Metropolitan Transportation Commission, California Department of Transportation (Caltrans), San Francisco Estuary Partnership, Sonoma County Transportation Authority, with support from Environmental Science Associates, as well as a technical working group of scientists and broader community and agency input. The RCIS outlines a conservation strategy along the San Pablo Bay and historic baylands. By identifying strategic conservation investments that reconnect and improve marsh habitats and build landscape resilience, the RCIS is designed to complement existing conservation plans and to help guide planning for major infrastructure projects (such as the long-term transformation of SR-37), as well as for local governments, conservation organizations, and land managers.

The Resilient SR37 program is working on the development of corridor improvements to make this critical regional transportation corridor higher, safer, greener, and multi-modal. Specific projects in the program include:

Ongoing flood prevention measures:

- Maintain flood walls, drainage, culverts, and slide gates.
- Deploy bladder floodwalls and portable pumps when needed.

Near term projects:

- Improve traffic flow and peak travel times.
- Advance ecological restoration at Tolay Creek and Strip Marsh East.
- Provide equitable transportation options for underserved communities.

- Include a high-occupancy vehicle (HOV) lane and provide public transit.
- Reduce vehicle miles traveled.

Long term improvements:

- Replace Novato Creek Bridge as the first phase of PEL implementation.
- Fully adapt SR37 to sea level rise.
- Accommodate the SMART rail line.
- Create ecological resilience across the surrounding environment.
- Enhance public access.
- Provide safe mobility for bicycles and pedestrians.



Figure 1 - Transportation Corridor Improvements

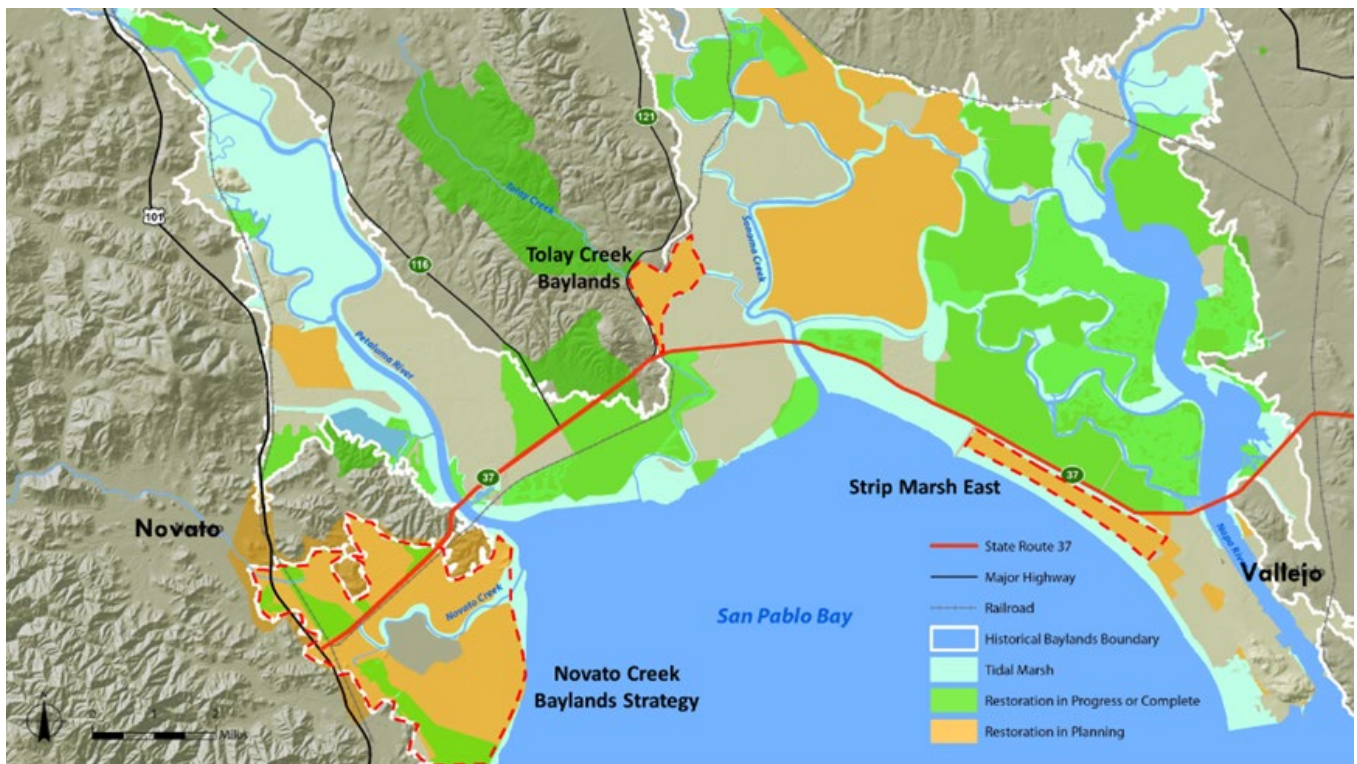


Figure 2 - Landscape-scale Restoration Opportunities

B. Governance and Partnership Structure

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 requires a commitment to develop and implement both near-term and long-term projects for a truly Resilient SR37 to 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.

Work on SR37 has been advancing over the past decade with a partnership structure focused on improving transportation 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.
- Support the development of and advocacy for grant proposals and future funding needs.

The proposed organizational improvements to the Resilient Highway 37 Leadership structure outlined below are designed to elevate environmental and equity goals alongside the following fundamental transportation goals:

- Highway improvements.
- Increased and effective mobility.
- Accountability to affected communities.

Resilient 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 (Marin, Sonoma, Napa, and Solano), 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 routinely to provide guidance to project delivery staff as needed.

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

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.

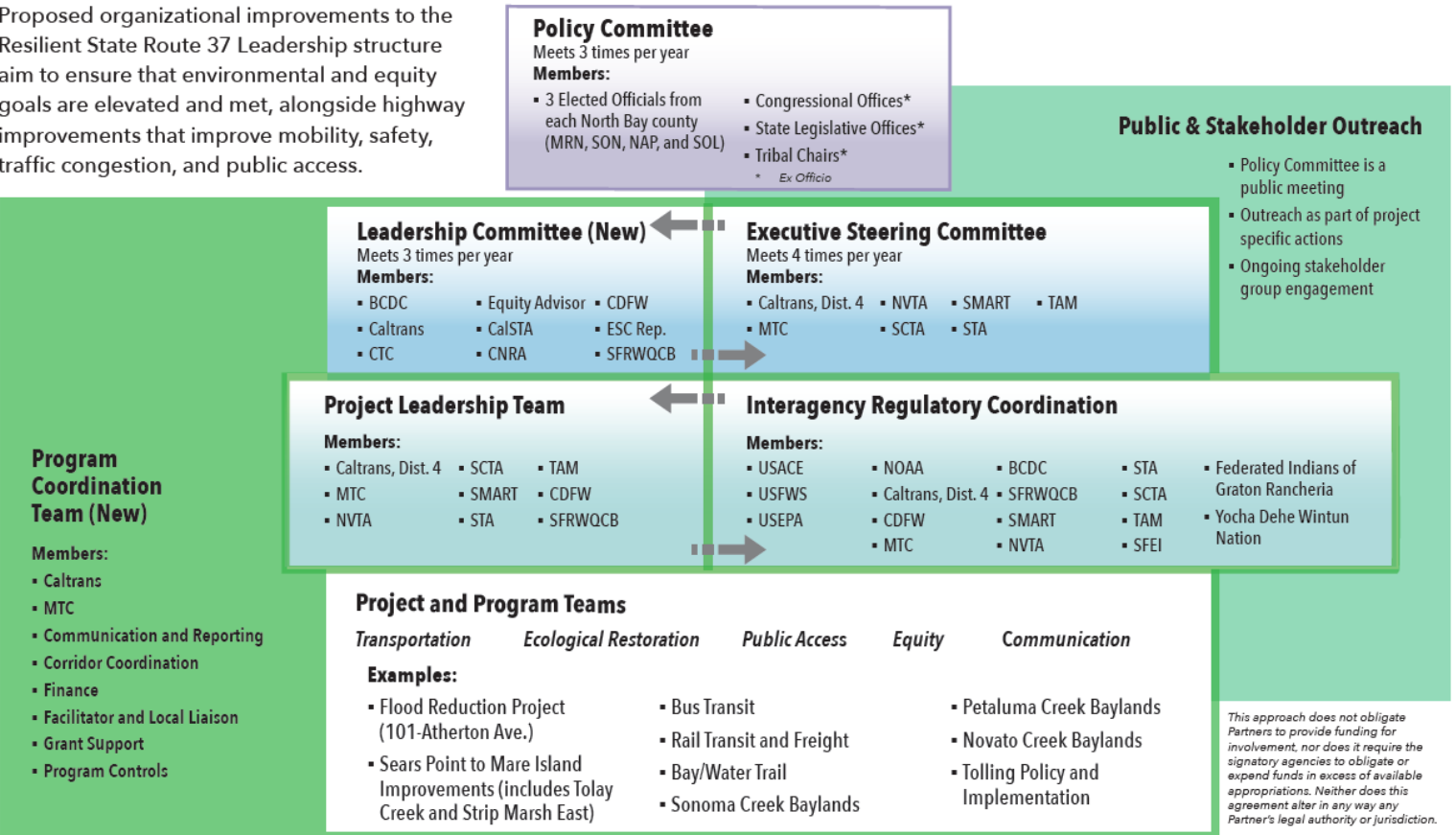


Figure 3 - Resilient SR37 – Baylands Restoration and Transportation Partnership structure

For additional information regarding roles and responsibilities, please reference *Appendix A – Resilient 37 Partnership Narrative*.

C. Program Funding

High level Program funding status table, more detailed budget and funding status are provided in specific project summaries:

Project	Scope	Project Delivery			
		Environmental	Design	ROW	Construction
NEAR-TERM TRANSPORTATION PROJECTS					
Sears Point to Mare Island Improvement Project (SPMIIP)	Project will improve traffic flow and reliability through construction of an HOV lane in the east and westbound directions between Sears Point to Mare Island. The project also includes the introduction of public transit along SR-37, public access improvements, and early ecological enhancements to support time-sensitive baylands restoration. The project is being phased to maximize funding opportunities and facilitate project delivery.				
	Phase I – Tolay Creek Bridge & SR 121 Intersection Replacement of Tolay Creek Bridge and SR-121 Intersection improvements.	●	●	●	●
	Future Phases – Remaining roadway improvements and habitat restoration See project summary for additional detail.	●	●	◐	◐
Fairgrounds Drive Interchange	Project will provide roadway and intersection improvements along portions of Fairgrounds Drive as well as a new diverging diamond interchange (DDI) design in the City of Vallejo.	●	●	●	●
LONG-TERM SEA LEVEL RISE TRANSPORTATION PROJECTS					
State Route 37 Flood Reduction Project Hwy 101 to Atherton – PEL Segment 2	The first long-term SR-37 SLR Project addressing the portion of SR-37 most vulnerable to existing flooding, to be constructed in two phases:				
	Phase 1 – Replace the Novato Creek Bridge.	●	●	●	●
	Phase 2 – Build remaining portions of the causeway from US 101 to Novato Creek Bridge and from Novato Creek Bridge to Atherton Avenue.	●	◐	○	○
Long-term SR-37 SLR Adaptation Projects (Remaining Segments)	The remaining Long-term SR-37 SLR Projects, Segments 1, 3-8.	○	○	○	○
SMART Rail Service	Evaluating modification to and expansion of East-West rail service across San Pablo Bay.	○	○	○	○

Project	Scope	Project Delivery			
		Environmental	Design	ROW	Construction
HABITAT RESTORATION					
Tolay Creek Baylands Restoration Planning	The Tolay Creek Baylands Restoration Planning Project aims to restore 337 acres of baylands and alluvial fan made possible by the lengthening of the Tolay Creek Bridge in the SPMIIP. These restored baylands will connect the Bay to the Tolay Creek Watershed.	●	○	○	○
Strip Marsh East Enhancement	Strip Marsh East enhancement is a nature-based solution located south of SR-37 in Solano County that restores tidal drainage and enhances marsh habitat. It will minimize SR-37's vulnerability to climate-change-induced flooding while improving habitat for marsh dependent species, including threatened and endangered species.	Included in Sears Point to Mare Island Improvement Project			
Novato Creek Baylands Strategy	Raising SR37 for the Flood Reduction Project removes a significant barrier to restoring the diked baylands in the Novato Creek watershed. The Novato Creek Baylands Strategy will develop a path to create a cohesive and functional landscape once the road is raised that meets environmental, public infrastructure, and community and Tribal needs. The Strategy will describe how the tidal marsh ecosystem can be restored to the maximum extent possible while maintaining flood protection. It will identify specific projects for individual parcels and work with landowners to accelerate the project development process. Similar strategies have been developed for the Sonoma Creek and Petaluma River Baylands and have already informed planning for SR37.	●	○	○	○
MULTIMODAL/PUBLIC ACCESS					
Bus Service	The SR-37 Express Bus/TDM Plan explores four transit alternatives based on connectivity to other transit services, and first/last mile access. The report initially recommends vanpool options for this corridor because of reduced startup costs and the flexibility of reaching multiple destinations. The report includes a detailed phased and tiered service plan that includes route alignments, stop locations, equipment needs, contractual arrangements with partner agencies (e.g., use of San Rafael Transit Center), alternative transit options, capital procurement, Green House Gas (GHG) and Vehicle Miles Travel (VMT) impacts.	○	○	○	○
Bay Trail/Water Trail	Improve and complete the SF Bay and Water Trails across San Pablo Bay.	●	○	○	○
Bicycle Connectivity	Improve bike access along San Pablo Bay/SR-37.	●	○	○	○

KEY

● Funded ● Partially Unfunded ○ Unfunded

III. PROGRAM DELIVERY

A. Schedule

Project	Baseline Completion	Forecast Completion
NEAR-TERM TRANSPORTATION PROJECTS		
Sears Point to Mare Island Improvement Project	Phase 1 (Tolay Creek Bridge and SR 121) – Summer 2027 Future Phases - 2029	Summer 2029
Fairgrounds Drive Interchange Improvement Project	July 2025	July 2025
MULTIMODAL/PUBLIC ACCESS IMPROVEMENTS		
Bus Service	Summer 2029	Summer 2029
LONG-TERM TRANSPORTATION INFRASTRUCTURE PROJECTS		
State Route 37 Flood Reduction Project (Hwy 101 to Atherton – PEL Segment 2)	Phase 1 (Novato Creek Bridge Replacement)- Fall 2029 Future Phases- 2050	Phase 1 (Novato Creek Bridge Replacement) - Fall 2029 Future Phases- 2050
Long-term SR-37 SLR Adaptation Projects (Entire Corridor)	2050	2050
SMART Rail Service	TBD	TBD

B. Program Management

Planning and Environmental Linkages prioritization of ultimate project:

i. Description of PEL and phases –

Caltrans produced the Planning and Environmental Linkages (PEL) PEL Study to assess the long-term sea level adaptation needs for SR-37.

The SR-37 PEL balanced consideration of transportation needs (including bicycle, pedestrian, transit, and rideshare) with protecting and enhancing sensitive marshland habitats.

The PEL Study identified a recommended alignment along the existing SR-37 corridor that could be delivered as eight separate segments. It gave a preliminary and flexible framework with which to transition from the PEL to the next phase of project delivery, the environmental analysis, and project report.

The PEL Study included an Implementation Plan with cost estimates for construction. As total construction cost for the 21-mile corridor was estimated to be well over \$10 billion in year-2022 dollars, the Implementation Plan also included a phasing approach, which identifies eight corridor sections, each with logical termini and independent utility. The Implementation Plan called for future consideration of the priority of these eight sections.

ii. Approach to prioritization –

The Program is working to prioritize the eight sections, an important part of a funding and delivery strategy for the long-term adaptation program. Through a PEL addendum, the Resilience SR37 team aims to achieve broad agreement on prioritization criteria and the application of those criteria using a multi-layered, collaborative process which is similar to but smaller in scale than the process used for the SR-37 PEL Study itself.

iii. Next steps

Caltrans will hold meetings with a technical working group and interested parties to develop the criteria and the project sequence that is to be completed in 2024.

C. Operations and Maintenance of Existing Corridor

Upcoming projects

- Solano-37 Highway Maintenance paving project from Sonoma County line to Mare Island. Project is in construction and is scheduled to be completed in Spring 2024.
- Napa River Bridge Polyester Overlay Project – Bridge preservation project is scheduled to begin construction in Summer 2024.
- Marin-37 Capital Preventative Maintenance Project – Paving project between US-101 and Petaluma River Bridge. Project is currently in design phase and scheduled to begin construction in 2025.
- Marin-37 Petaluma River Bridge Rehabilitation Project – Bridge rail replacement and resurfacing project. Project is currently in design phase and is scheduled to begin construction in 2025.
- Clean California Fencing Project – Fencing additions will be completed by June 2024 at the Mare Island interchange and Lewis Brown and Mini Drive OC.

D. Equity Integration

The Resilient SR37 Partnership structure aims to ensure that equity is elevated. To that end, equity is one of the five pillars in the Partnership structure; it will be a standing item in quarterly reporting and a standing item on Policy Committee agendas. In addition, working with the community through project development will be an integral part of addressing concerns, hearing perspectives, sharing information, and developing policy and project level analysis about equity impacts.

The follow are engagement efforts related to equity this quarter:

- MTC and Caltrans held a briefing with CTC Commissioner Jay Bradshaw (February 2024) as a follow up to the CTC hearing on tolling.
- MTC and Caltrans attended a meeting of the Solano Transportation Authority Equity Working Group (February 2024) and presented on the Resilient SR37 program and equitable tolling policy.
- MTC and Caltrans provided a briefing to the Leadership Committee Equity Advisors Alexis Lantz (Caltrans HQ) and Phoenix Armenta (BCDC) (April 2024).
- MTC and Caltrans held several meetings with tribal leaders from Yocha Dehe and Federated Indians of the Graton Rancheria.

The Leadership Committee includes a role for Equity Advisors to support analysis of program development and advise on the manner in which projects are being envisioned.

As the Resilient SR37 Program advances, equity assessment will be particularly critical in the following policy areas:

Tolling

Tolling is a unique funding tool that helps pay for projects, supports carpooling and transit, and reduce vehicle miles traveled. On SR37, toll dollars will help finance near- and long-term improvements, including converting the existing lane in each direction between Mare Island and Sears Point to a carpool lane (which will be toll-free for qualifying vehicles) and converting the existing shoulders to new traffic lanes (which will be tolled electronically). Toll collection will not begin until the new lanes are open for traffic, until bus service between Vallejo and Marin County is established, and until a toll discount program for lower-income drivers is in place.

Toll rates for regular two-axle cars and trucks traveling Highway 37 between Mare Island and Sears Point are expected to be like those on the Bay Area's state-owned toll bridges, which will rise to \$8 in 2025. Tolls on SR37 may be collected in both the eastbound and westbound directions, in which case the toll rates would be set at just half those on the state-owned bridges, where tolls are collected only in one direction.

Because the nature of commute patterns in the North Bay is tied to affordability of housing in the east and more job opportunities in the west, introducing tolling to SR37 will require developing a means-based toll policy, an evaluation of eligibility, and technical analyses of travel data and revenue collection.

Public Transit

Passenger rail, bus transit, vanpooling, and dynamic carpooling are all elements of the Resilient 37 program that can help increase mobility opportunities in the corridor, address equitable access, and reduce VMT. The following advancements in public transit and equity has occurred in this quarter:

- Solano Transportation Authority released an updated transit plan. The document addresses how providing new transit options will increase mobility for lower income residents in Solano County—in particular those who commute to Marin and Sonoma.

- A SMART Project Study Report is being prepared by Caltrans Division of Transportation Planning. This study will evaluate routes and services options for the corridor that will connect the SMART system in Novato to the Capital Corridor passenger rail system in Suisun.

Travel Time

Commuter profiles will be developed along with origin and destination analysis to better understand who is using SR37 and how improvements to the corridor will support an increased quality of life through reduced commute times. Linked to this is the integration and understanding of income, jobs, and housing data.

Economic Vitality

Community development on the eastern end of SR37 is an important equity issue in terms of economic vitality as is employer interest on the western side of the corridor.

E. Public Communications & Outreach

State Route 37 Integrated Communications Team (SR-37 ICT)

Agencies partnering in the development and the current operations and maintenance of SR-37 formed a team (or working group) to design and implement holistic and equitable communications and engagement strategies. These strategies will inform efforts to keep the route operating safely and upgrade it to be more resilient to challenges related to flooding, sea level rise and congestion.

The SR-37 ICT team meets weekly on Wednesdays at 11AM. The standard agenda includes:

- Project Managers Update
- Legislative Update
- Caltrans County Public Information Officers Updates
- Status topics related to projects, presentations, and events
- Subcommittee on Visualization Report
- Agency Open Topics (Round Robin)

Development of the Corridor Communication Plan for State Route 37

The SR-37 ICT will be holding charette workshops to develop a corridor-wide communications plan for SR-37.

Two charettes have been identified, one will be held at the Transportation Authority of Marin (TAM) offices in Marin and the other at the Solano Transportation Authority (STA) offices in Solano. Elements of the communication plan being developed include:

- Identifying Communication and Engagement Challenges
- Risk and Expectation Management
- Using Visualization and Technology
- Branding

- Public Meetings, Events, Engagements, and Campaigns
- Educational Outreach
- Opening Public Information Center(s)
- Resources

Corridor Communication Plan

The Corridor Communications Plan will be updated regularly (bi-annual or annual) depending on decisions made in the charette workshops. Engagement plans, campaigns, events and individual media, and public and community outreach efforts will all be outlined in and implemented with this baseline document.

Legislative Engagement

Updates, Tours, and legislative input will be arranged through the SR-37 ICT. Agency Project Managers coordinate with the communications team weekly to put activities on the schedule and coordinate the development of any work product necessary.

Websites and Social Media Platforms

The SR-37 ICT directly coordinate the maintenance of the SR-37 websites on the Caltrans District 4 page and Resilient37.org by the SCTA. Social Media is maintained by each partner agency and is also coordinated directly by the SR-37 ICT. Caltrans uses a Media Bar site to provide visual materials directly to the media to update stories.

Risk Management

Communication-based Risks will be identified in the Corridor Communications Plan with the intention of having issues that potentially affect safety, budget, schedule, and scope included on individual projects and ultimately program risk registers. The risks are intended to be put through Monte Carlo Simulation, resulting in probabilities that help determine resource allocation for mitigation.

Upcoming Public Meetings

Following is a list of public meetings scheduled over the next six months:

Description	Date	Time	Location
<i>Resilient SR37 Policy Committee Meeting</i>	Oct 3, 2024	9:30am	Hybrid

F. Project Summaries

Sears Point to Mare Island Improvement Project

Sponsored by MTC and SCTA

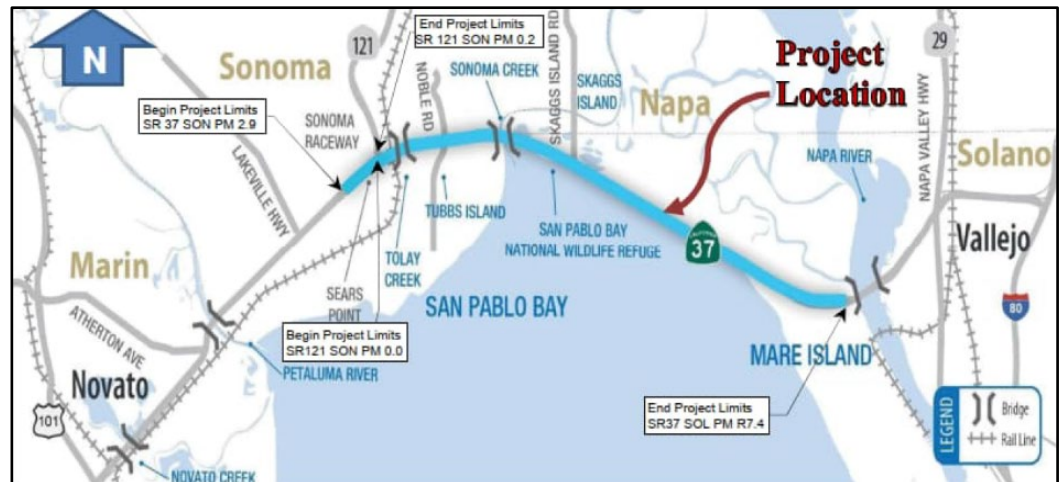
Sears Point to the
Napa River Bridge in
Vallejo

Total Cost Estimate

\$500M

Scheduled Completion Date

Summer 2029



Project Description

The purpose of the Project is to support transit service along the corridor, improve traffic flow and peak travel times, increase vehicle occupancy, enhance residents' quality of life, improve freight throughput, support multimodal travel, improve safety and public access, preserve and protect surrounding ecosystems, and improve corridor resilience against flooding in the near term.

This project converts the existing two-lane highway into a four-lane highway with an HOV lane in both directions to improve traffic flow, peak travel times, and increase vehicle occupancy. This includes the replacement of Tolay Creek Bridge and widening of the Sonoma Creek Bridge. Intersection improvements at SR-37 & 121, Noble Rd., and Mare Island will be made to accommodate. The marsh area adjacent to the highway, known as Strip Marsh East (SME), will be restored along with this project to improve the habitat. The project is in Bay Conservation Development Commission (BCDC) jurisdiction and will be providing public access improvements.

The project also proposes to introduce tolling in both directions in the general-purpose lanes. This work would include an open-road toll gantry, toll hub building, and CHP enforcement and observation facilities. Transit will be provided as a multi-modal option.

The project is being phased into multiple work packages to maximize funding opportunities and facilitate project delivery.

Phase 1—Tolay Creek Bridge & SR 121 Intersection—is advancing as a single independent construction package. SME will be developed as an independent work package after environmental clearance; additional detail is provided below. To better compete for grant funding, the project team is considering additional work packages for the remaining roadway work, including a potential Phase 2 for EB HOV lanes and Phase 3 for WB HOV lanes.

Strip Marsh East

Strip Marsh East has provided both valuable habitat and a buffer to storms for SR-37. The Strip Marsh East project, funded by Caltrans, will restore the tidal drainage of the strip marsh south of SR-37, improve the habitat, and allow the marsh to accrete as sea levels rise. The 1,500-acre Strip Marsh East (SME) is a section of "centennial" marsh located bayward of Highway 37 in Solano County, California. SME extends from near Mare Island in the east

approximately 3.5 miles, west to the intake channel for Ponds 1/1A, and varies in width from about 3,000 ft to 4,000 ft.

Over the past 20 years, this once-thriving high-elevation vegetated salt marsh has lost about 900 acres of vegetation due to excessive inundation resulting from highly inadequate drainage, which has converted this marsh into barren depressions that are losing elevation through consolidation and wind erosion. This marsh has both ecological functions for marsh-dependent plants and wildlife; it is the existing nature-based shoreline protection for Highway 37. Its degradation impairs these functions and ecosystem services. Creating high elevation tidal marsh platforms is a key focus of regional and national efforts to promote nature-based shoreline protection approaches in the face of climate change.

The approach involves eliminating obstructions to tidal drainage of impounded bay water and rainwater in the marsh. The primary component of tidal drainage improvement is the construction of a large tidal channel between the degraded, barren flats of SME and the existing intake channel to California Department of Fish and Wildlife's (CDFW) Ponds 1/1A. The other artificial tidal drainage barrier of the marsh is the old sidecast berm left over from the early 1950s construction of the intake channel. This berm would be lowered so the marsh plain slopes to the intake channel and drains after extreme high tides or wave overtopping of the marsh. Connecting this new tidal channel to the Pond 1/1A intake channel (instead of directly to San Pablo Bay) greatly reduces the likelihood that it will become clogged by wave-deposited sediment and debris from the Bay.

The design provides independent, stand-alone utility for endangered salt marsh harvest mouse habitat enhancement, salt marsh accretion, and the sustainability of the existing nature-based infrastructure protection of Highway 37.



Figure 4 - Strip Marsh East

Project Highlights and Progress

- Project Report and Environmental Document were completed and signed in February 2023
- An environmental addendum is being prepared for Tolay Creek Bridge Replacement and a Supplemental EIR/EIS for the Strip Marsh East restoration.
- The project team is anticipating utilizing CM/GC for the project with a CM onboard by Fall 2024. The first package will be the Tolay Creek Bridge Replacement, and the second will be the HOV widening and SME restoration.

Project Issues / Risks

- Project funding
- SMART, CPUC and Railroad Coordination, and Lead Times
- Right of Way Acquisitions from U.S. Fish and Wildlife Services (USFWS) and CDFW and long lead time
- Impacts on Fully Protected Species
- Permitting and permitting requirements:
 - (1) Permits may introduce seasonal restrictions that prolong construction schedules
 - (2) Mitigation costs may exceed budgeted amounts
- CHP Enforcement—ability to conduct effective enforcement
- Tolling Violations and Leakage
- Sea Level Rise Guidance Changes

Current Project Activities

- Tolay Creek Bridge replacement Environmental Addendum is targeted for June 2024.
- 65% design completion for Tolay Creek Bridge/SR121 Intersection work package is anticipated for August 2024.
- 65% design completion for the overall project is anticipated for March 2025.

Project Cost & Funding

Sears Point to Mare Island Improvement Project Overall Cost and Funding

Fund Status	Fund Type	Project Component (\$1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA	\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000
	SB 170	\$1,000	\$3,000	\$0	\$0	\$0	\$0	\$4,000
	NHPP	\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000
	SHOPP	\$0	\$0	\$0	\$0	\$3,400	\$17,700	\$21,100
	RM3	\$1,000	\$12,500	\$0	\$2,000	\$4,500	\$30,000	\$50,000
	OBAG 3	\$0	\$0	\$1,000	\$0	\$0	\$9,000	\$10,000
	CTC LTCAP Grant	\$0	\$0	\$0	\$0	\$5,000	\$45,000	\$50,000
	Federal Consolidated Appropriations Act	\$0	\$0	\$0	\$0	\$0	\$1,100	\$1,100
	USDOT PROTECT	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
	SR-37 Tolls	\$0	\$0	\$0	\$0	\$10,000	\$90,000	\$100,000
Total Committed		\$10,000	\$32,500	\$1,000	\$2,000	\$22,900	\$212,800	\$281,200
Uncommitted	SHOPP	\$0	\$0	\$0	\$0	\$14,000	\$32,600	\$46,600
	USDOT MPDG (Rural/INFRA/MEGA)	\$0	\$0	\$0	\$0	\$20,000	\$110,000	\$130,000
	CTC SB1 SCCP/TCEP/LPP	\$0	\$0	\$0	\$0	\$1,500	\$40,700	\$42,200
Total Uncommitted		\$0	\$0	\$0	\$0	\$35,500	\$183,300	\$218,800
Project Phase Total		\$10,000	\$32,500	\$1,000	\$2,000	\$58,400	\$396,100	\$500,000

Phase 1 – Tolay Creek Bridge Replacement and SR 121 Intersection Improvements (Fully Funded)

Fund Status	Fund Type	Project Component (\$1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA							\$0
	SB 170	\$1,000						\$1,000
	NHPP							\$0
	SHOPP					\$3,400	\$17,700	\$21,100
	RM3	\$1,000	\$4,500			\$4,500		\$10,000
	OBAG 3						\$9,000	\$9,000
	CTC LTCAP Grant					\$5,000	\$45,000	\$50,000
	Federal Consolidated Appropriations Act						\$1,100	\$1,100
	USDOT PROTECT							\$0
	SR-37 Tolls							\$0
Total Committed		\$2,000	\$4,500	\$0	\$0	\$12,900	\$72,800	\$92,200

Phase 2 Eastbound Improvements

Fund Status	Fund Type	Project Component (\$1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA	\$4,000						\$4,000
	SB 170		\$3,000					\$3,000
	NHPP		\$4,000					\$4,000
	SHOPP							\$0
	RM3		\$8,000		\$1,500		\$30,000	\$39,500
	OBAG 3			\$500				\$500
	CTC LTCAP Grant							\$0
	Federal Consolidated Appropriations Act							\$0
	USDOT PROTECT						\$20,000	\$20,000
	SR-37 Tolls					\$10,000	\$40,000	\$50,000
Total Committed		\$4,000	\$15,000	\$500	\$1,500	\$10,000	\$90,000	\$121,000
Uncommitted	SHOPP							\$0
	USDOT MPDG (Rural/INFRA/MEGA)					\$20,000	\$110,000	\$130,000
	CTC SB1 SCCP/TCEP/LPP							\$0
Total Uncommitted		\$0	\$0	\$0	\$0	\$20,000	\$110,000	\$130,000
Project Phase Total		\$4,000	\$15,000	\$500	\$1,500	\$30,000	\$200,000	\$251,000

Phase 3 Westbound Improvements

Fund Status	Fund Type	Project Component (\$1000)						Total
		PA&ED	PS&E	ROW		Construction		
				R/W Sup	R/W Cap	CON Sup	CON Cap	
Committed	BATA	\$4,000						\$4,000
	SB 170							\$0
	NHPP		\$13,000					\$13,000
	SHOPP							\$0
	RM3				\$500			\$500
	OBAG 3			\$500				\$500
	CTC LTCAP Grant							\$0
	Federal Consolidated Appropriations Act							\$0
	USDOT PROTECT							\$0
	SR-37 Tolls						\$50,000	\$50,000
Total Committed		\$4,000	\$13,000	\$500	\$500	\$0	\$50,000	\$68,000
Uncommitted	SHOPP					\$14,000	\$32,600	\$46,600
	USDOT MPDG (Rural/INFRA/MEGA)							\$0
	CTC SB1 SCCP/TCEP/LPP					\$1,500	\$40,700	\$42,200
Total Uncommitted		\$0	\$0	\$0	\$0	\$15,500	\$73,300	\$88,800
Project Phase Total		\$4,000	\$13,000	\$500	\$500	\$15,500	\$123,300	\$156,800

Project Schedule by Phase

Tolay Creek Bridge Replacement (Work Package #1)

Milestone	Date
Project Approval	6/28/2024
65% PS&E	11/28/2024
95% PS&E	6/19/2025
100% PS&E	10/23/2025
Ready-to-List	11/6/2025
Begin Construction	Summer 2026
Contract Acceptance	Spring 2028

HOV Widening (Work Package #2 & 3)

Milestone	Date
Project Approval	2/9/2023
65% PS&E	1/31/2025
95% PS&E	12/5/2025
100% PS&E	4/24/2026
Ready-to-List	7/3/2026
Begin Construction	Spring 2027
Contract Acceptance	Summer 2029

Fairgrounds Drive Interchange Improvement Project

Sponsored by STA

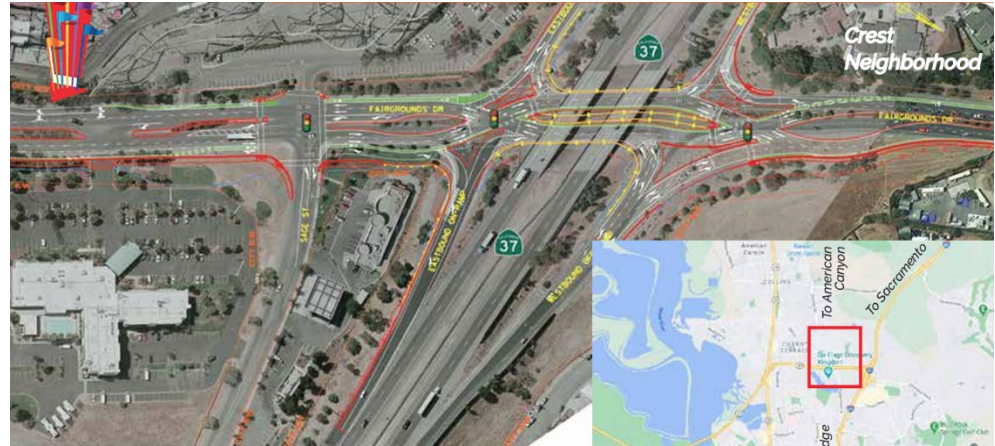
Fairgrounds Drive in Vallejo

Total Cost Estimate

\$25.3M

Scheduled Completion Date

July 2025



Project Description

The project will provide roadway and intersection improvements along portions of Fairgrounds Drive and a new diverging diamond interchange (DDI) design in the City of Vallejo. The project is a surface transportation infrastructure project that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation.

Fairgrounds Drive includes two 12-foot lanes, an 8-foot outside shoulder and a 2-foot median shoulder in each direction. The median is curbed and is generally 24-feet wide to accommodate left turn pockets at intersections. The existing sidewalks on both northbound and southbound Fairgrounds Drive under SR-37 will be relocated to the median and upgraded to a barrier-protected Class I facility. Two existing bus stops located at the SR-37 on-ramps and served by the County's transit operator, Solano County Transit (SolTrans), will be relocated to a consolidated site south of SR-37 along northbound Fairgrounds Drive.

Project Highlights and Progress

- Status – out to bid

State Route 37 Flood Reduction Project

Sponsored by
Caltrans in partnership with
Transportation Authority of Marin
Hwy 101 to Atherton

Total Project Cost

\$200M* (Phase 1), \$1.73B (Phase 2)

Scheduled Completion Date

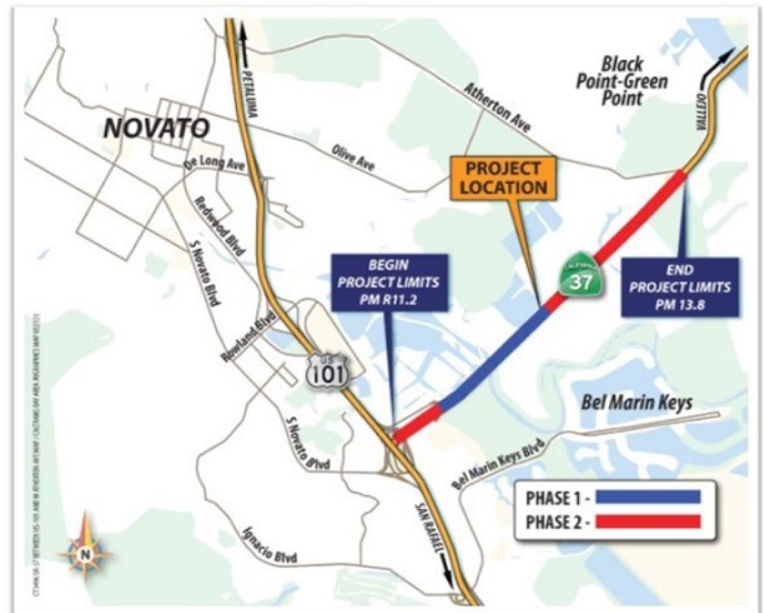
Fall 2029 (Phase 1), TBD (Phase 2)

Contract Description

Build Alternative: SR-37 Causeway – Build the causeway along SR-37 within the Project limits, constructed in two phases:

- Phase 1 – Replace the Novato Creek Bridge
- Phase 2 – Build remaining portions of the causeway from US 101 to Novato Creek Bridge and from Novato Creek Bridge to Atherton Avenue

The completed causeway will consist of four 12-foot-wide lanes, a 2-foot-wide median barrier, two 10-foot-wide inside shoulders, two 12-foot-wide outside shoulders, two 2-foot-wide outside barriers, and a 14-foot-wide Class IV path with a 2-foot-wide barrier, resulting in a total roadway width of 114 feet.



Project Highlights and Progress

- Final Project Approval and Environmental Document achieved on January 31, 2024.
- Caltrans and TAM executed a cooperative agreement in May 2024 to begin the design phase.

Current Project Activities

- Caltrans is pursuing the use of CM/GC for delivery.

Project Issues / Risks

- Project funding
- Stage construction may impact constructability

Project Funding

Fund Status	Fund Type	Project Component (\$1000)							Total
		Fiscal Year	PA&ED	PS&E	R/W Sup	CON Sup	R/W Cap	CON Cap	
Committed	SHOPP 201.999	18/19	\$10,000						\$10,000
	AB 178	23/24		\$15,000					\$15,000
	IIJA PROTECT	23/24			\$100		\$200		\$300
		26/27				\$25,000		\$130,000	\$155,000
Total Committed			\$10,000	\$15,000	\$100	\$25,000	\$200	\$130,000	\$180,300
Uncommitted	TBD	26/27							
Total Uncommitted									

Funding for Phase 2 is still to be determined.

Project Cost

*Phase 1 of the project will cost a total of \$200M, see table above for a breakdown. There is risk of cost estimate increase for Phase 1.

Phase 2 of the is yet to be funded. The project is expected to constructed by 2045 before projected roadway inundation by sea level rise, with total cost estimate of \$1.73B.

Project Schedule by Phase

Project Milestones		Milestone Date (Month/Day/Year)
Program Project	M015	06/26/2019
Circulate DED	M120	08/10/2023
PA&ED	M200	01/31/2024
Procure CM for CM/GC		9/15/2024
Project PS&E	M380	04/15/2026
RTL	M460	05/30/2026
Fund Allocation	M470	08/15/2026
Award	M495	03/31/2027
Approve Contract	M500	05/02/2027
CCA	M600	06/30/2029

Phase 1 - Schedule

SMART Rail Service

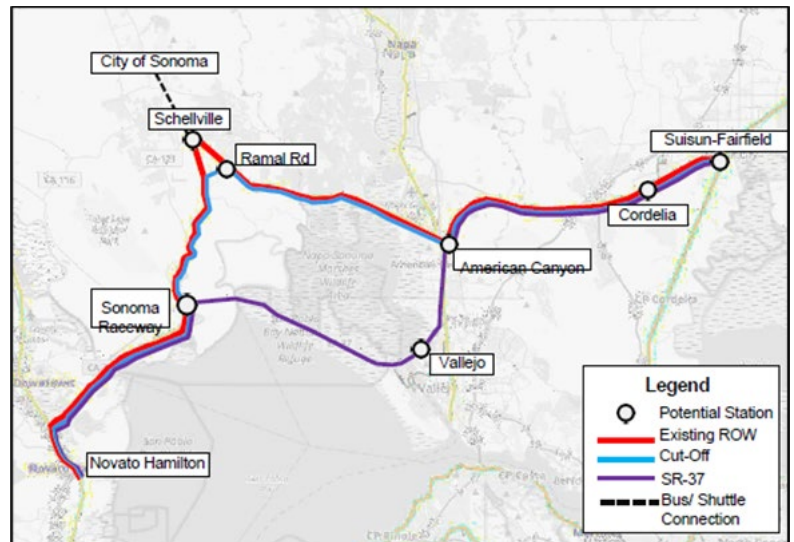
Sonoma Marin Area Rail Transit District

Sonoma and Marin Counties

Description

The existing SMART owned short-line freight railroad operates between Novato and Napa Junction in Napa County.

The future passenger rail service will run from Novato to Napa Junction and continue to the Solano County Hub (likely to be located at the existing Suisun-Fairfield Station), or to Sacramento. Caltrans Division of Rail Planning is leading a Project Study Report (PSR) exercise to evaluate route and service options in this corridor.



Alignment Options

- Option 1 - Through Service to Sacramento on Cut-Off
- Option 2 - Shuttle Service to Suisun-Fairfield on Cut-Off
- Option 3 - Shuttle Service on Existing ROW
- Option 4a - Shuttle Service on SR-37 Serving Vallejo
- Option 4b - Shuttle Service on SR-37 Serving Vallejo; no double track on causeway
- Option 5a - Shuttle Service on SR-37 with no Vallejo stop
- Option 5b - Shuttle Service on SR-37 with no Vallejo stop, no double track on causeway
- Option 6a - Through Service on SR-37 Alignment, all stops
- Option 6b - Through Service on SR-37 Alignment, all stops; no double track on causeway
- Option 6c - Through Service on SR-37 Alignment, all stops; double track on causeway

Status

- Caltrans Head Quarters Rail Planning is leading the effort of this project.
- The Project was added to the Federal Railroad Administration (FRA) Corridor Identification and Development Program.

Next Steps

- Complete the PSR in the Third Quarter of 2024.
- Prepare a Service Development Plan for the FRA Corridor ID Program
- Identify funding sources for the next phases.

Funding

Project funding has not been identified. The Project is part of a \$500K grant from the FRA as part of entry into the FRA Corridor ID Program. The Corridor ID process will inform future project cost.

Tolay Creek Baylands Restoration Planning Project

Sonoma Land Trust

North of the SR37 Tolay Creek Bridge

Total Cost Estimate

\$1.2M (Planning)

Target Completion Date

TBD

Project Description

The Tolay Creek Baylands Restoration Planning Project is planning to restore 337 acres of baylands and alluvial fan made possible by the lengthening of the Tolay Creek Bridge in the SPMIIP. These restored baylands will connect the Bay to the Tolay Creek Watershed. There will also be benefits to downstream lands and waters outside the project area that will potentially benefit from or be impacted by increased tidal flows associated with the restoration of the project area.

The project area presents an opportunity to restore natural tidal wetland and creek functions by directly connecting diked and muted tidal wetlands with an adjacent alluvial fan and upland transition zone. This would be accomplished by selectively breaching or removing existing dikes, excavating tidal channels, potentially importing marsh fill, and selectively grading and revegetating.

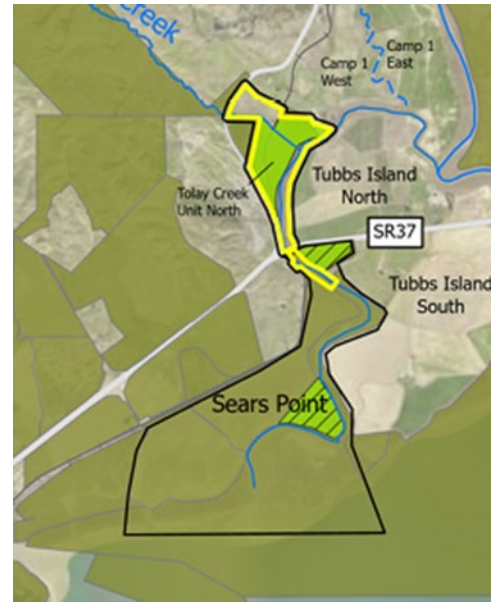
Such bayland-upland connections are identified in the Baylands Ecosystem Habitat Goals Science Update (2015) as vital to building climate resilience both for habitats and species by providing sediment for marsh accretion, freshwater mixing, space for marsh migration, and a corridor for species to access diverse habitats. In order to restore this site prior to 2030, when sea level rise is expected to accelerate, planning and design for the project must begin immediately. The eventual restoration of the project area will greatly increase the volume of tidal flows in Tolay Creek under the SR37 Tolay Creek Bridge. Lengthening the Tolay Creek Bridge will accommodate the increased tidal flow and enable tidal wetland restoration in the project area.

The Tolay Creek Baylands Restoration Planning Project consists of conducting outreach and preliminary plan development; preparing engineering designs and environmental compliance documentation for restoration of tidal wetland, alluvial fan, and associated habitats; and examining opportunities for public access and improved flood protection. The project includes mapping and assessing existing access points, trails, and recreational opportunities, including Bay Trail integration relevant to restoration planning.

The project is led by the Sonoma Land Trust with funding from the State Coastal Conservancy.

Project Funding

Grant from the State Coastal Conservancy for \$1,241,200 to plan for ecological restoration. Granted in February 2024.



Novato Creek Baylands Strategy

The tidal wetlands and diked Baylands of the Novato Creek, north and south of SR-37

Total Cost Estimate

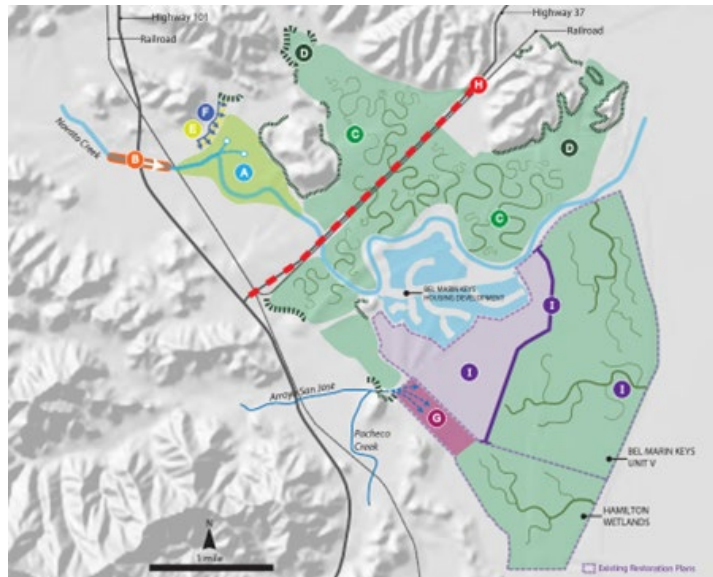
\$410K (Planning)

Target Completion Date

TBD

Project Description

Raising SR-37 for the Flood Reduction Project removes a significant barrier to restoring the diked baylands in the Novato Creek watershed. The Novato Creek Baylands Strategy will develop a path to creating a cohesive and functional landscape once the road is raised that meets environmental, public infrastructure, and community and Tribal needs. Similar strategies have been developed for the Sonoma Creek and Petaluma River Baylands and have already informed planning for SR37.



The Novato Baylands represents one of the largest remaining contiguous areas of diked historic marshes remaining in San Francisco Bay. Restoring these diked historical baylands of Novato Creek would serve to reduce flooding, increase resilience to sea-level rise, expand tidal marsh habitat, and reconnect large areas of existing tidal marsh habitat. Recent flood events and accelerating rates of sea-level rise, as well as upcoming changes to the State Route 37 corridor and potential changes to the SMART rail line, indicate that now is the time to move from visioning to more specific restoration design, planning, and implementation.

The Novato Creek Baylands Strategy will build on prior work, to bring together stakeholders to prepare an on the ground implementation plan by providing a deeper analysis of the ecological benefits, the goals of landowners, the feasibility of restoration opportunities, and the interaction with flood risk management actions that would benefit the Novato Creek watershed. Developing the Strategy will include working with tribes, landowners, land managers, and other stakeholders, possible protection of additional baylands, as well as collaboration with other major projects in the area, including MTC/Caltrans SR37 improvements, SMART improvements, State Coastal Conservancy/USACE Bel Marin Keys Unit V restoration project, and the County of Marin's Deer Island Basin Complex Tidal Wetlands Restoration Project.

Preparing an overall Strategy focused on feasibility and implementation will lay the groundwork for, and facilitate the funding, permitting, and restoration of, individual parcels or a combination thereof. In addition, it will better ensure that project sponsors will be working toward the same goal of restoring the complete tidal marsh ecosystem with necessary flood control components and protection of existing essential infrastructure. Anticipated long-term outcomes include: (1) increased resilience to sea-level rise and combined flooding; (2) increased tidal marsh habitat quantity and quality (including enhanced connectivity between bayland and upland habitats), and (3) better coordination among stakeholders in the Novato Creek Baylands and beyond, including between tribes, government agencies, and community groups.

Project Funding

\$410,000 from the EPA Infrastructure Investment and Jobs Act (IIJA).

Bus Service

Solano Transportation Authority

Description

There is no transit option available to travelers of SR37. However, as the primary link between US 101 to I-80 in the North Bay, SR37 connects job markets and housing within Marin, Sonoma, Napa, and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR-37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

The Express Bus/Transportation Demand Management report calls out a detailed phased and tiered service plan that includes route alignments, stop locations, equipment needs, contractual arrangements with partner agencies (e.g., use of San Rafael Transit Center), alternative transit options, capital procurement, Green House Gas (GHG) and Vehicle Miles Travel (VMT) impacts. The report recommends vanpool options for this corridor because of reduced startup costs and the flexibility of reaching multiple destinations.



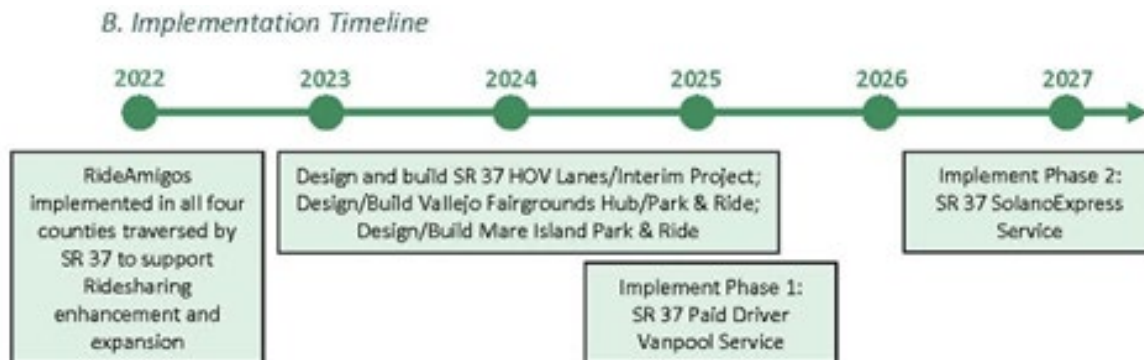
California State Route 37 Express Bus /TDM Plan



Status

- STA completed its transit implementation plan in April 2024.
- Continue development of connections and determine transit operator.
- Develop mobility hubs, transit infrastructure and management, purchase assets.
- Secure long-term funding source

Next Steps



Funding

Funding of initial assets and three years of transit operations are funding upfront from the project. Long-term transit funding is being evaluated. Current options include toll funds and a regional measure, currently in development and under consideration.

Challenges/Risks

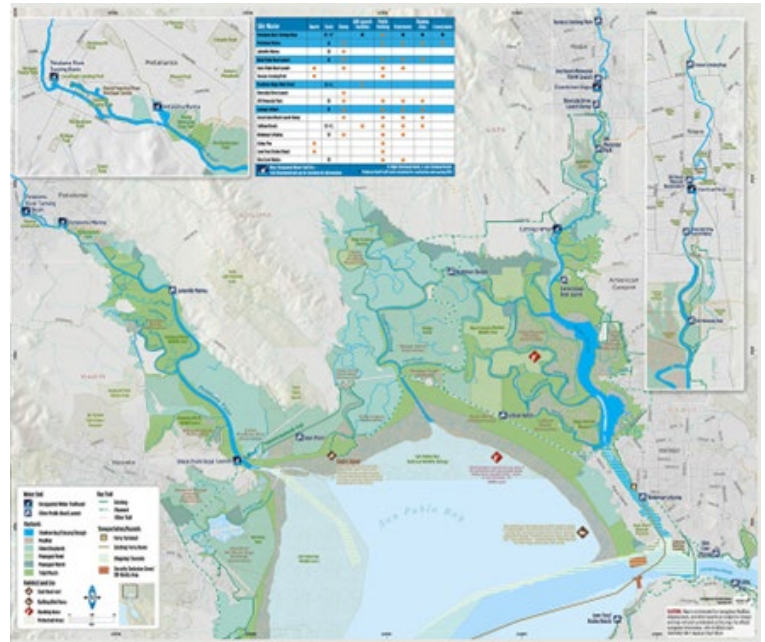
Funding transit operations that will meet existing and future transit demands. Establishing effective connections that minimize transfers, costs, and time and maximize reliability and efficiency.

SF Bay Trail/Water Trail MTC/BCDC

The San Francisco Bay Trail, currently more than 350 miles, connects communities to the San Francisco Bay and its shoreline, as well as parks, open spaces, schools, and transit. It provides space for recreation and active transportation.

The goal of the Bay Trail is to build a beautiful shoreline path—that connects all nine Bay Area counties and 47 cities—for everyone to enjoy.

The San Francisco Bay Water Trail is a regional program that encourages non-motorized small boaters to safely enjoy the San Francisco Bay.



Description

Substantial gaps exist in both the SF Bay and Water Trails in this area.

Key Opportunities

- Opportunities to connect the SF Bay Trail and increase Water Trail sites in the San Pablo Baylands include locations along the Vallejo waterfront. These are high priority opportunities as they will benefit the equity priority communities within Vallejo. The Sears Point Connector is another priority Bay Trail improvement as it connects two sections of the existing Bay Trail near Tolay Creek.

Next Steps

- Transportation project teams are working with BCDC, the City of Vallejo, and Bay and Water Trail staff to identify improvements that can be delivered as part of upcoming projects. Coordination will also continue with tribes to identify and account for tribal interests.
- Continue to look for opportunities to support portions of the Sears Point Connector.

Challenges/Risks

- Challenges include the close proximity of wetlands, waters, and sensitive species habitat in the area; funding and identifying project leads to deliver and maintain the improvements are also challenges.
- Sea level rise creates a changing landscape along the San Pablo Bay which complicates planning for the development of trails and sites.

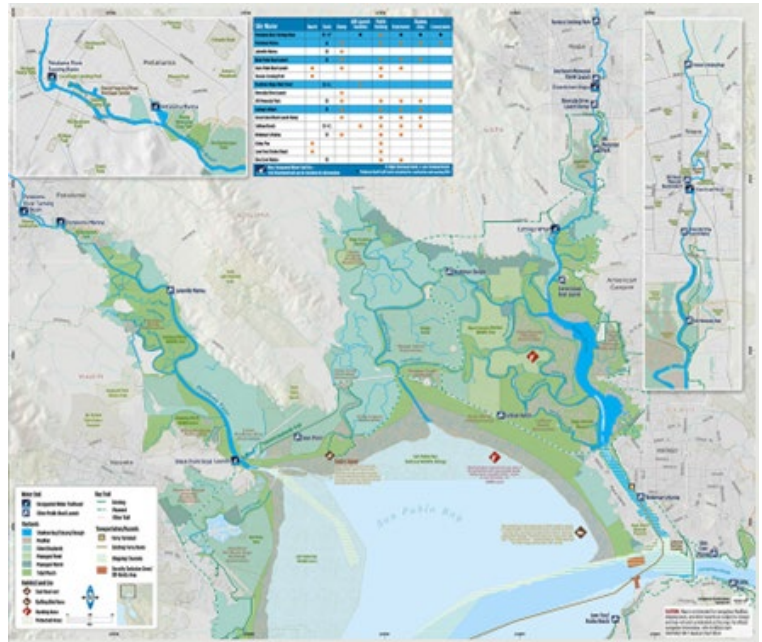
Bicycle Connectivity

Caltrans/MTC/BCDC

Description

There are few bicycle accommodations along the North Bay shoreline. In large part access is limited to the SR-37 shoulder. The shoulder is narrow in some locations and without a barrier from traffic.

Bicyclists are permitted on the shoulders of SR-37 along the non-freeway section between Lakeville Highway and Wilson Avenue/Sacramento Avenue and on the expressway section of SR-37 between US 101 to SR 121. One segment of bike lane is marked through the right-in right-out driveway intersection of SR-37 at Skaggs Island Road at Cullinan Ranch. Adjacent bicycle facilities include the SMART Trail, bike lanes on Atherton Avenue and Wilson Avenue, bike lanes on Sacramento Street, and the San Francisco Bay Trail.



Next Steps

- Connections will be enhanced through Bay Trail improvements and introduction of transit as part of the Sears Point to Mare Island Improvement Project.
- Bike lanes are included in the long-term SR-37 causeway designs, including the Novato Creek Bridge, the first phase of the long-term project.

Challenges/Risks

- The presence of wetlands and waters in close proximity to the existing SR-37 limits the opportunity for bike paths along or adjacent to SR-37.
- Sea level rise creates a challenge for improving shoreline access amidst a changing environment and landscape.

APPENDICES

APPENDIX A

Resilient 37 Partnership Narrative

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.