

RESILIENTSR37



STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, January 16, 2020
Foley Cultural Center, Lakeside Conference Room
1499 N. Camino Alto, Vallejo, CA 94590

MEETING AGENDA

- 1. CALL TO ORDER AND INTRODUCTIONS** **Chair David Rabbitt**

- 2. OPPORTUNITES FOR PUBLIC COMMENT**

- 3. CONSENT CALENDAR**
 - 3.1. Minutes of the December 5, 2019 SR 37 Policy Committee Meeting* **Drew Nichols, SCTA**
Recommendation:
Approve December 5, 2019 SR37 Policy Committee Meeting Minutes

- 4. ACTION ITEMS**
 - 4.1. FASTER Bay Area - **Suzanne Smith, SCTA**
 - 4.2. Bay Area Toll Authority (BATA) 8th Toll Bridge legislation **Andrew Fremier, MTC**

- 5. DISCUSSION/INFORMATION ITEMS**
 - 5.1. Plan Bay Area 2050 update **Ashley Nguyen, MTC**

- 6. COMMITTEE MEMBER COMMENTS / STAFF UPDATES** **All**

- 7. FUTURE TOPICS**
 - BATA Expenditure Plan
 - FASTER Expenditure Plan
 - Plan Bay Area 2050 Project Performance
 - AA for the Bay – restoration projects in San Pablo Bay
 - MTC/Caltrans – Ultimate Environmental Phase Discussion and Segmentation
 - Caltrans SHOPP Project Updates
 - SB-1 Planning and Adaptation Grant work underway
 - Alternative Modes and TDM - Implementation

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8. ADJOURNMENT

Next SR 37 Policy Committee Meeting: 9:30, Thurs., March 5, 2020 at a location to be determined.

* Materials included

Future Meeting Schedule (Pending Approval)

9:30AM, March 5, 2020

9:30AM, June 4, 2020

9:30AM, October 1, 2020

SR 37 Policy Committee Members:

SCTA

David Rabbitt, Sonoma
County Board of Supervisors

Jake Mackenzie, MTC
Commissioner

Susan Gorin, Sonoma County
Board of Supervisors

NVTA

Alfredo Pedroza, MTC
Commissioner

Belia Ramos, Napa County
Board of Supervisors

Leon Garcia, Mayor City of
American Canyon

TAM

Damon Connolly, MTC
Commissioner

Judy Arnold, Marin County
Board of Supervisor s

Eric Lucan, Councilmember,
City of Novato

STA

Erin Hannigan, Solano County
Board of Supervisors

Bob Sampayan, Mayor, City of
Vallejo

Jim Spering, MTC
Commissioner

MTC

Therese McMillan,
Executive Director

Caltrans

Tony Tavares,
District 4 Director

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**State Route (SR) 37 Policy Committee Meeting Minutes
9:30 a.m., Thursday, December 9, 2019
Napa Valley Transportation Authority
JoAnn Busenbark Board Room
Napa, CA**

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
Leon Garcia	Mayor, City of American Canyon
Eric Lucan	Mayor, City of Novato
Jake Mackenzie	MTC Commissioner, Councilmember, City of Rohnert Park
Bob Sampayan	Mayor, City of Vallejo
Jim Spering	MTC Commissioner, Supervisor, County of Solano

Policy Committee Members Absent:

Erin Hannigan, Vice Chair	Supervisor, County of Solano
Damon Connolly	MTC Commissioner, Supervisor, County of Marin
Susan Gorin	Supervisor, County of Sonoma
Alfredo Pedroza	MTC Commissioner, Supervisor, County of Napa
Belia Ramos	Supervisor, County of Napa

Executive Directors Present:

Daryl Halls, Solano Transportation Authority
Kate Miller, Napa Valley Transportation Authority
Anne Richmond, Transportation Authority of Marin

Executive Directors Absent:

Suzanne Smith, Sonoma County Transportation Authority

2. Opportunities for Public Comment

Joe Green-Heffera, resident of Fairfield, expressed appreciation and the importance for transit connectivity between Napa and Solano Counties.

3. Consent Calendar

3.1. Minutes of the June 6, 2019 SR 37 Policy Committee Meeting

The minutes for the June 6, 2019 State Route 37 Policy Committee were recommended, and approved unanimously, following a motion by Mayor Bob Sampayan, and a second by Jake Mackenzie.

4. Discussion/Information Items

4.1. Bay Area Toll Authority (BATA) 8th Toll Bridge legislation

Andy Fremier presented to the Policy Committee on the 8th Toll Bridge legislation.

Mr. Fremier recalled an MOU that was signed by the four North Bay Counties and Caltrans. An element of that MOU explores that idea of an 8th Toll Bridge from Mare Island to Sears Point.

In July, an additional \$20 million was provided by BATA, in addition to RM3 funding, to help advance the project.

Mr. Fremier further discussed the risks and caveats that must be understood in exploring this opportunity via the BATA enterprise.

The tolling structure would be consistent with the other existing state-owned toll bridges and the Expenditure Plan will be developed and approved by BATA.

Mr. Fremier further spoke on the down payment and investment in the ultimate project, noting the total cost is \$4 billion for the entire corridor. The schedule in relation to the costs were described, although recognizing there is a shortfall that BATA cannot fully cover.

In regards the estimated tolling revenue, Mr. Fremier stated this figure was estimated based

on the existing toll structure for other state-owned bridges in the San Francisco Bay Area.

BATA will continue to encourage legislation with the support from the Policy Committee for this project.

Supervisor Judy Arnold commented on the hope that the proposed legislation will provide flexibility for bridges in Segment A and C.

Mr. Fremier responded the approaches to the proposed bridge would make Segments A and C eligible, however will have to compete against other funding resources.

Chair Rabbitt opened for Public Comment.

Steve Schmitz commented that Highway 37 is the only roadway in the Bay Area that has not been expanded since 1926 and encouraged for more temporary fixes in the short-term.

Mr. Schmitz further comments on the absence in the discussions the effects of climate change via emissions from congestion.

4.2. FASTER Bay Area

Executive Director Daryl Halls provided a brief update on the FASTER Bay Area initiative.

The group behind this initiative is seeking input and feedback on this Bay Area-wide tax measure by January.

This is a one-cent tax for the entire Bay Area to fund specific transportation-related projects.

There is no endorsement on this initiative yet and uncertainty remains with the direction. A decision must be made by the end of January on whether to move forward with the initiative.

This is an informational item.

Supervisor Jim Spering urged caution to think ask for a number that would be received well, is achievable, and expressed hope to have discussion on the threshold on the request to be made.

Executive Director Halls responded that staff will bring forward more details in January.

Chair Rabbitt expressed agreement with the comments by Supervisor Spering and added that these numbers be reasonable and should be aspirational. The group is looking for transformational projects for this initiative, however highlighted the challenges with specific/unique projects versus regional transportation improvement projects.

Andy Fremier added the work is going on right now in relation to Highway 37 is currently in project development and environmental phase. This initiative will help understand the deliverable elements of the project.

4.3. Plan Bay Area 2050 update

Ashley Nguyen provided an update to the Plan Bay Area 2050 (PBA2050) update.

Ms. Nguyen recalled the MTC *Horizon's* work that has been ongoing for the past 18 months and the transition to the long-range transportation plan.

In the upcoming months, revenue projections and project priorities will be worked on.

MTC/BATA, on behalf of Caltrans and the four North Bay agencies, submitted the Resilient SR 37 program for consideration in the Plan.

This is viewed as a multidimensional and multibeneficial project that looks at traffic congestion, ecological enhancement opportunities, sea-level rise adaption, and multi modal opportunities with the combination of public transport and bicycle and pedestrian pathways.

This first milestone reached was the submittal of this program to undergo a project performance assessment. The price of this projects is significant and did not fare well in the project performance evaluation. Staff will continue work refining the project to position the project in the financial constraint plan.

The goal is to look at opportunities to include this program in the Plan.

The PBA2050 update is aimed to have a final investment plan adopted in the fall of 2020 and

Staff are well equipped to move fast and furious to have SR 37 identified as a priority. There is need for support from the agencies and Policy Committee members.

Supervisor Jim Spering expressed appreciation for the emphasis on the importance of this corridor and asked if the future potential of the corridor, the movement of goods and services avoiding traffic, was looked at.

Ms. Nguyen responded the future potential is part of the evaluation and have looked at the movements throughout the corridor.

The cost of this project is so large that the benefits become diluted in the benefit-cost assessment and are not able to be fully captured.

Supervisor Spering further asked if the total \$4 billion cost was considered, or if the consideration was done by each segment separately.

Ms. Nguyen responded the entire program was considered, not by segments.

Supervisor Spering encouraged Staff to consider the segment approach.

Executive Director Daryl Halls added the interim project would not have to go through the assessment analysis and can submit the project anyway.

Ms. Nguyen responded in the affirmative.

Jake Mackenzie expressed the importance of the of this east-west connector in the Bay Area, given the fragility of these connections, the overall transportation network, jobs, and housing that is dealt with in the PBA2050 update.

Chair David Rabbitt echoed the aforementioned comments, adding the vulnerability of the existing east-west connections and the environmental benefits not being weighed as much as they could in future terms.

Mayor Bob Sampayan commented on the proposed legislation to rebuild the San Rafael-Richmond Bridge and the cost of several billion

to do so. The concern, if this legislation comes to fruition, is how that will change the funding sources for the SR 37 project.

Mayor Sampayan expressed agreement with the environmental concerns of emissions from congestion and further added the Bay Area's focus on the South Bay instead of addressing the challenges in the North Bay.

There is concern this proposed legislation may divert funding away from Highway 37 for the retrofit/rebuild of the San Rafael-Richmond Bridge.

Andy Fremier responded the work for the San Rafael-Richmond Bridge by Assembly member Levin is on his own; relative to the BATA responsibility, however, the financial plan considered replacing the bridges at some time when needed and the Richmond Bridge is likely the next one.

Mr. Fremier further added that this will come back to BATA in the spring for an aggressive asset management. Our goal is to bring this to perpetuity and to function for a long time.

The question of whether the San Rafael-Richmond Bridge needs to be replaced is early and to take the time to look at the replacement strategy.

Ms. Nguyen further added that MTC is working with the Planning staff to have an understanding of the environmental benefits.

Supervisor Judy Arnold asked about United Bridge Partners, recalling two studies that explored a toll road or causeway through the corridor.

Chair Rabbitt responded that United Bridge Partners is still around, however they have not been in direct contact regarding this project.

Chair Rabbitt opened for Public Comment.

A member of the public commended the multi-vision element by Caltrans and spoke to the more global idea to embrace emergency issues and to

provide more resources go to supporting the train in regards to east-west travel.

A second member of the public commented on the interest to have United Bridge Partners attend a public meeting to see if a toll road would actually be possible.

Dane McCullough commented on recent meeting with United Bridge Partners and the continued interest to discuss this option.

4.4. Status of 2020 SHOPP and beyond

Dina El-Tawnsay reported on the draft 2020 SHOPP.

The current SHOPP is being finalized. Mandates that are not funded still need to be addressed.

On Highway 37, the 2020 SHIPP is permitted to deliver five projects along the corridor. The construction year is set to start in 2023 and will be improvements and maintenance.

There was a Director's Order issued to help in the interim measures and these will be discussed in further detail by Kelly Hirschberg in the following item.

4.5. Segment A Caltrans work

Kelly Hirschberg presented an update to the Segment A interim improvements.

Segment A1 has experienced flooding in the past few years near the Novato Creek. Ms. Hirschberg outlined the Director's Orders plan for this winter.

In 2017, Highway 37 was closed for 15 days due to flooding. An emergency Director's Orders were issued and allowed funding to raise the highway by two feet and constructed flood walls.

In February 2019, there were two separate occurrences that closed Highway 37. A levee breached from a storm event in conjunction with high tides.

The completed improvements in 2019 included assistance from Marin County (and SMART?) to identify an option to address the access road and

repair the levees that were breached. A temporary flood wall was also constructed.

Ms. Hirschberg further presented on the work that has been done for 2019/20 winter season.

Drainage improvements were installed, the westbound roadway was raised pavement elevation by one foot and installed a temporary “rubber bladder” to be deployed when is completely necessary to allow the flooding to be pumped off the highway.

Caltrans reported in June that the Segment A PID was completed and allows for an environmental document to begin for the ultimate measure.

The Segment A ultimate improvements include two viable alternatives: (A1) Typical causeway section, and (A2) Typical embankment section. This is anticipated to be completed in early 2022.

Eric Lucan expressed appreciation to Caltrans for the work to have these measures in place before the winter.

4.6. Segment B Interim improvements

Kevin Chen reported on the Segment B improvement updates. The PAED phase has begun and are looking at options to address the vehicle congestion, such as an HOV lane instead of a general purpose lane.

Caltrans is in the process of confirming details before finalizing what type of Environmental Document will be required. A public scoping meeting will be scheduled.

In terms of the project alternatives, a three lane facility with a moveable lane barrier is considered and will provide two lanes during peak travel hours, similar to moveable barrier on the Golden Gate Bridge.

The second alternative considers four lanes that includes use of the shoulder.

The third alternative includes four lanes. The additional lanes will be HOV lanes.

Work is aimed to stay within the existing footprint to avoid additional environmental impacts.

The project is aimed to be completed by 2025 for vehicle traffic.

Mayor Bob Sampayan requested to incorporate the Mare Island interchange and to have conversations with the developer on that project to ensure their vision compatible with the Highway 37 project.

Mayor Sampayan further commented on the three lane “zipper” approach and the concept of tolling and its effects on equity.

5. Presentations Items

5.1. Grand Bayway – SR 37 Public Access Study Update

Allison Brooks, BARC, and Eric Prince, Atlas Lab, presented on the SR 37 Public Access Study.

This project emerged through Resilient by Design and ties the ecological assets in the region. This project was able to secure the SB-1 Adaption Grant with matching grant support from BATA.

The objectives focuses on public access and create opportunity to bring residents of the Bay Area into this ecological asset through increased public access.

Eric Prince provided an overview of work completed in the last nine months. Meetings and focus groups on the active transportation were conducted and site walks with local residences were completed.

The key takeaways from the current outreach include a strong desire to include public access in the planning of the four county sub-region, and advancing public access through larger, regional and policy discussions. However, not all forms of public access are understood as equal and there are legitimate limitation for public access in sensitive habitat areas.

Mr. Prince outlined the framework for the long-, mid-, and near-term for the entire corridor.

The potential projects for Skaggs Island, SR37 & 121, and Mare Island were described.

Mayor Bob Sampayan thanked Ms. Brooks and Mr. Prince for the presentation and added the excitement of the project to enhance the open areas and the trails that will lead from Vallejo, through American Canyon, and into Napa.

Mr. Prince added the next work is trying to determine what connections are available on Highway 37 to connect to Mare Island.

Jake Mackenzie clarified the vision, as the capital interim improvements are made at Mare Island and Sears Point, is the actual construction of trails and access spots will be done at the same time.

Mr. Prince responded in affirmative and are advocating that when the near term improvements happen to consider the active projects that can actually be construction and to further build a constituency of shared benefit for more advocacy.

Mayor Leon Garcia was impressed with the trail system map displayed and noted there is a shared interested between American Canyon and Vallejo for the trail access from the Vallejo Ferry Terminal upward to Napa.

Chair Rabbitt opened for Public Comment.

Maureen Gaffney thanked all the groups that are supporting the Bay Trail Alignment and noted support the two projects identified in the presentation.

Ms. Gaffney further thanked Mayor's Sampayan and Garcia for their support and commented on the ATP grant, upcoming environmental review document and the 65% of the design is completed.

Patricia Turtle Brown commented that Mare Island should be considered a historic site.

Barbara Salzmann commended the consultants for listening to the concerns regarding the wildlife habitat and the protection thereof. Secondly, Ms. Salzmann raised the question on

not having a line through Skaggs Island and reminded consultant the concern trail in the vicinity of Deer Island that could affect Marin Audubon property.

5.2. Segment A1 (Marin County) Corridor Adaptation Study

Nick Nguyen, Transportation Authority of Marin, introduced Dan Dawson, Marin County Transportation and Public Works.

The Marin County Transportation and Public Works received a Caltrans planning grant to study the effects of sea level rise and to address the flooding.

Dan Dawson outlined the scope of the study was to look at the multitude of other studies to identify common themes, information gaps, and develop guidance for a preferred approach to Caltrans and MTC.

The Study studies the area from Atherton Avenue to Lakeville Highway (Segment A1)

The key findings were described. Segment A1 has the lowest roadway elevation in the entire corridor. Caltrans High Risk Design standards require raising the roadway by 18-22 feet and interchanges will require reconfiguration.

In terms of the habitat, the Baylands area is a priority for restoration and expanded watershed connectivity.

The key challenges were described. These include urgent public interest to prevent flooding, increased frequency of flooding, highly-sensitive environmental setting, and the lack of mobility options available in this corridor.

There is an urgent public interest to prevent Highway 37 from flooding.

Mr. Dawson described the study options presented.

Vision 1: Hold the Line

This vision will raise and expand the Novato Creek crossing by Highway 37 and to reconstruct

the levees for sustainability. However, this vision does not identify habitat improvements.

Vision 2: Move the Line

This vision looks at moving levee locations. Novato Creek Bridge would be raised and the remainder of the roadway and the SMART rail will be protected by a levee that would be on the south side of the highway corridor.

The existing levees would be removed or modified for restoration.

Vision 3: Multi-Beneficial

This vision includes reconstruction of the entire Highway 37 corridor with combination of a viaduct structure and levee.

Mr. Dawson reference the diagram from a previous study of the viaduct option and noted that the SMART rail tracks were not included when that study was completed. Questions remain on how to incorporate all elements – given maintenance access to the rail lines and the land below – in this structure.

Vision 4: Buying Time

This vision permits flood protection through 2050, following assumption of the sea level rise, and allows time for more detailed design of an ultimate solutions. A flood wall would also be constructed to enclose the current roadway.

Mr. Dawson further spoke on the comparison of all four options and noted that a draft study will be released for review and comments.

A final report is anticipated in January 2020.

6. Committee Member Comments/Staff Updates

N/A

7. Future Topics

- BATA Expenditure Plan
- FASTER expenditure Plan
- Plan Bay Area 2050 Project Performance
- AA for the Bay – restoration projects in San Pablo Bay

- MTC/Caltrans – Ultimate Environmental Phase Discussion and Segmentation
- Caltrans SHOPP Project Updates
- SB1 Planning and Adaption Grant work underway
- Alternative Modes and TDM - Implementation

Included for the committee's interest.

8. Adjournment

The committee adjourned at 11:06 a.m.