

# RESILIENTSR37



## STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, January 7, 2020

**PLEASE NOTE:** This meeting will be conducted entirely by teleconference pursuant to the provisions of the Governor's Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act.

State Route 37 Policy Committee members will be video-conferencing into the meeting via Zoom. Members of the public who wish to listen to the State Route 37 Policy Committee meeting may do so via the following platform:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/84653737640?pwd=dVJEQ0hOWW5kU0kvMVRjU0RWRd2xKZz09>

Passcode: 882610

Webinar ID: 846 5373 7640

Call in: 1 (669) 900-9128

**PUBLIC COMMENT:** Public comment on specific agenda items will be allowed during the meeting via Zoom by using the raise hand function. Verbal comments from call-in participants not using the Zoom Video platform may do by pressing \*9 (star 9), or by notifying Drew Nichols at [drew.nichols@scta.ca.gov](mailto:drew.nichols@scta.ca.gov) and identifying the item number, your name and phone number from which you will be calling. Please include "Public Comment" in the email subject line. The moderator will then ask for your comment.

Public comment will be limited to three (3) minutes. Public comment on items not on the regular agenda must be submitted in electronic written format as provided under Item 2 below.

### MEETING AGENDA

#### ITEM

#### 1. CALL TO ORDER AND INTRODUCTIONS

Chair David Rabbitt

#### 2. OPPORTUNITES FOR PUBLIC COMMENT

As authorized by Executive Orders N-29-20 and N-35-20, all public comment must be submitted in electronic written format. Please submit public comment by email before 8:00AM on 1/7/2021. Include "Public Comment" and the meeting name in the subject line of your email and limit written comments to three hundred (300) words.

# RESILIENTSR37

Send comments to [Drew.Nichols@scta.ca.gov](mailto:Drew.Nichols@scta.ca.gov) and they will be shared with all Board members and identified by the Clerk verbally at the meeting.

## 3. CONSENT CALENDAR

- 3.1. Minutes of the October 1, 2020 SR 37 Policy Committee Meeting\* **Drew Nichols, SCTA**  
**Recommendation:**  
Approve October 1, 2020 SR37 Policy Committee Meeting Minutes

## 4. DISCUSSION/INFORMATION ITEMS

- 4.1. Corridor Planning and Environmental Linkages (PEL) **Stefan Galvez, CT**  
4.2. US 101 to SR121 – Design Alternative Analysis (DAA) **Ashley Nguyen, MTC**  
4.3. Sears Point to Mare Island - Congestion Relief **Kevin Chen, MTC**  
4.3.1. EIR Scoping meeting comment summary (Revised 10/26/2020)  
[https://scta.ca.gov/wp-content/uploads/2020/12/SR-37\\_Summary-Scoping-Comments\\_10-26-2020-WithLetters.pdf](https://scta.ca.gov/wp-content/uploads/2020/12/SR-37_Summary-Scoping-Comments_10-26-2020-WithLetters.pdf)
- 4.4. Caltrans Project Updates **Kelly Hirschberg, CT**  
4.5. SR 37 Solano Fairground DDI update **Janet Adams, STA**  
4.6. Solano County Access Plan Presentation **Daryl Halls, STA**

## 5. ACTION ITEMS

- 5.1. Funding Update – Tolling legislation **Andrew Fremier, MTC**

## 6. COMMITTEE MEMBER COMMENTS / STAFF UPDATES

All

## 7. FUTURE TOPICS

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

## 8. ADJOURNMENT

\* Materials included

### **Future Meeting Schedule**

**9:30 AM, March 4, 2021**

**9:30 AM, June 3, 2021**

**9:30 AM, October 7, 2021**

# RESILIENTSR37

## SR 37 Policy Committee Members:

### **SCTA**

David Rabbitt, Sonoma  
County Board of Supervisors

VACANT, 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

VACANT, Mayor, City of Vallejo

Jim Spering, MTC  
Commissioner

### **MTC**

Therese McMillan,  
Executive Director

### **Caltrans**

Dina El-Tawansy,  
District 4 Interim Director

# RESILIENTSR37



## State Route (SR) 37 Policy Committee Meeting Minutes 9:30 a.m., Thursday, October 1, 2020 Zoom Video Conferencing

### 1. Call to Order/Introductions

Chairman David Rabbitt called to order the State Route 37 Policy Committee at 9:41 a.m.

#### Policy Committee Members Present:

David Rabbitt, Chair	Supervisor, County of Sonoma
Erin Hannigan, Vice Chair	Supervisor, County of Solano
Judy Arnold	Supervisor, County of Marin
Damon Connolly	MTC Commissioner, Supervisor, County of Marin
Leon Garcia	Mayor, City of American Canyon
Susan Gorin	Supervisor, County of Sonoma
Eric Lucan	Mayor, City of Novato
Jake Mackenzie	MTC Commissioner, Councilmember, City of Rohnert Park
Alfredo Pedroza	MTC Commissioner, Supervisor, County of Napa
Bob Sampayan	Mayor, City of Vallejo
Belia Ramos	Supervisor, County of Napa

#### Policy Committee Members Absent:

Jim Spring	MTC Commissioner, Supervisor, County of Solano
------------	--

#### Executive Directors Present:

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

## 2. Opportunities for Public Comment

N/A

## 3. Consent Calendar

### 3.1. Minutes of the June 4, 2020 SR 37 Policy Committee Meeting

The minutes for the December 5, 2019 State Route 37 Policy Committee were recommended, and approved unanimously, following a motion by Mayor Bob Sampayan, and a second by Supervisor Judy Arnold.

Upon a roll call vote, the motion was approved by the following vote:

Aye: Arnold; Connolly; Garcia; Gorin; Hannigan; Lucan; Mackenzie; Pedroza; Rabbitt; Sampayan.

Nay: *n/a*

Abstain: Ramos.

Absent: Spring.

## 4. Discussion/Information Items

### 4.1. Plan Bay Area 2050 – SR 37 Project Status

Adam Noelting provided an update on the Plan Bay Area 2050.

MTC/ABAG has taken action on the final blueprint, which included a project list and transportation and land use strategies to accommodate the expected growth in plan.

The interim and long-term projects of SR 37 were included in the fiscally constrained investment strategy, and is eligible to proceed forward in the final blueprint of the plan.

The next coming months, staff will take the input and evaluate the projects in the context of the final blueprint.

Final action on the blueprint is slated for this coming winter.

Executive Director Daryl Halls acknowledged MTC staff and the commissioners on the policy committee for all the work on this project.

Public Comment:

David Schonbrunn recalled the first SR 37 Policy Committee meeting he spoke out against, at the time, the United Bridge proposal as it would increase VMT and GHG emissions.

Mr. Schonbrunn called attention to the MTC's problem in dealing with VMT and GHG increases and, on that basis, argued the idea of a four-lane viaduct is inappropriate during a time of climate change.

### 4.2. Funding Update – Regional Measure 3 Litigation Status

Andrew Fremier provided an update on Regional Measure 3.

In April 2019, the court dismissed the Jarvis case against the state legislature and BATA. The judge ruled RM3 is not a tax under the California constitution and the measure falls in an exception category since it charges to enter state property.

The vote threshold in the state legislature was met, as well as by voters in the local nine Bay Area counties.

In June 2020, the Court of Appeal reaffirmed the previous ruling that RM3 is not a tax under the California Constitution.

Jarvis filed a petition of rehearing at the Court of Appeals, and was denied. On September 9, BATA and the State Legislature filed a brief that argues the court should not accept the case; Jarvis filed a reply on September 21.

The Supreme Court of California has until November 6 to decide to accept the case. If the Supreme Court accepts the case, the program will be limbo for a considerable amount of time.

Public Comment:

David Schonbrunn commented on the absence in the update that the Court of Appeals declined to follow a different panel in the same district that had to deal with whether or not a state property was a tax or not.

The Supreme Court has accepted review of this second case which means the likelihood of accepting *Jarvis v. Bata* is higher.

#### 4.3. Corridor Maps

##### 4.3.1. Advanced Planning Map

James Cameron provided a high-level overview of the corridor's ultimate project. MTC is currently leading a design alternatives assessment on Segment A. The design alternatives for Segment B were completed in 2019.

The planning and environmental documents for the entire corridor will continue to be worked on through the next two years.

Mr. Cameron displayed a map illustrating the overall vision of the corridor.

##### 4.3.2. Near Term Project Map

James Cameron presented on the investment by Caltrans on various near-term projects on the corridor.

#### 4.4. Corridor Planning and Environmental Linkages (PEL)

Stefan Galvez provided an update on the PEL.

This is a relatively new federal process in that this bridges the gap between the general information at the planning phase to the specific information in the environmental phase.

This will help with project delivery and activities in the corridor.

Mr. Galvez was happy to report a grant was received and staff can begin the PEL effort. Caltrans is working on finalizing the scope of work and will be issuing an RFP.

This process is anticipated to take about two years to complete.

#### 4.5. Segment A – Design Alternatives

Stephanie Hom reported to the committee on design alternatives for Segment A.

MTC will look at identifying alternatives that will feed into the Caltrans PEL process. This project is

funded by an SB-1 grant and TY Lin was selected as the consultant. MTC is also working closely with Caltrans and the four North Bay transportation authorities for coordination purposes.

Ms. Hom spoke on future community engagement efforts and a technical working group that will be part of this project.

This is anticipated to be wrapped by December 2021.

#### 4.6. Interim B – Congestion Relief Sears Point to Mare Island

Kevin Chen updated the committee on the Segment B congestion relief project.

The project purpose is to improve traffic flow and peak travel times, and increase vehicle occupancy, within the travel corridor between Mare Island and SR 121. Mr. Chen commented on the importance of Highway 37.

Key considerations include new lanes to be designated as HOV lanes, to work within the existing highway right-of-way, and to avoid and minimize environmental impacts. Mr. Chen further outlined the goal to minimize infrastructure requirements, to streamline the project's delivery, and to provide congestion relief as soon as possible.

Mr. Chen explained the three alternatives that are currently under consideration.

A summary of the public scoping process was included in the agenda packet. A Notice of Preparation was released on July 9, 2020 and the public scoping period closed on August 24, 2020.

13 official comment letters from federal, state, and local organizations and individuals were received.

The draft Environmental Impact Report is planned to be completed by fall 2021 with the final report expected by spring 2022; construction would be completed by 2025.

Supervisor Gorin thanked for presentation and understands the approach to being congestion relief quickly.

Councilmember Eric Lucan asked how these alternatives are impacting 37/121 intersection, such as if these are on same path, or are two projects on parallel paths.

Mr. Chen responded there is close coordination with Caltrans. The projects are in the environmental phase with separate funding. They are proceeding in parallel, however are well coordinated.

Public Comment:

Susan Stompe commented that there were only 13 letters received and expressed concern with the absence of three letters that were submitted and not included in the report.

Barbara Salzman echoed the similar sentiment from the previous speaker as her organization's letter was not included as well.

David Schonbrunn commented on the bureaucratic challenge with delivering a project in 2025 when members of the board are expressing a "need for speed." About one year ago, Mr. Schonbrunn proposed to the SR 37 Policy Committee a moveable median barrier that is essentially alternative A. In his NOP comment letter, Mr. Schonbrunn discussed the environmental review that could potentially have this project delivered this year.

That aspect of the comment letter was not summarized and is the single most important part of the comment letter. Caltrans will keep moving in this incredibly slow, methodical way and will be completely resistant to recognizing the needs for this project.

Mr. Schonbrunn suggested the committee to urge delivery of this project sooner than 2025, stating that 2025 is unacceptable.

A member of the public by the name Schulze expressed concern for the Highway 37/121 intersection. First, regardless of alternatives,

eliminate the traffic signals and access to the rail underneath.

Schulze proposed the idea for an elevated, raised intersection to eliminate the rail crossing and traffic signal and commented further on access points on the section of Highway 37.

Kendall Webster asked if it is known from where the construction funding would potentially come.

Mr. Chen responded that is not known at the moment, but it will be eligible for future funding opportunities with the project included in the RTP; RM3 funding could also be used to pay for construction.

David Oster expressed agreement with Mr. Schonbrunn's comments, adding the emphasis on this being an interim project and the need for speed.

If this is a truly an interim project with a moveable barrier as a single alternative like on the Golden Gate Bridge, it could be done sooner and be less expensive.

Steve Birdleough commented that the three-lane alternative minimizes the environmental impact and could be selected as the preferred alternative quickly.

4.7. Interim A – Flooding US 101 to SR 121

Kelly Hirschberg reported on the interim work for Segment A. \$10 million of the SHOPP funds have been received to work on the long need's status project for the environmental review. Due to MTC's DAA study, the proposed interim work will address protection and reduction of flooding impacts along this segment.

Caltrans is also working on collecting information to better assess the interim scope that includes a hydrologic study, geotechnical investigations, surveying work, and working with experts to develop an assessment-based design.

Caltrans will continue to work with local jurisdictions on the scope related to the best interim option and the Notice of Preparation is anticipated early next year.

#### 4.8. Caltrans Web Update

Kelly Hirschberg provided an overview of the Caltrans Highway 37 website as an available source.

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects>

Ms. Hirschberg outlined each webpage of interest for project stakeholders and members of the public to participate and provide input.

Supervisor Damon Connolly asked about status of any efforts at the legislative effort related to tolling.

Executive Director Suzanne Smith responded that staff continue to work with MTC and Senator Dodd on the possibility to proceed in the next legislative session. The following item is about the policy committee meeting schedule includes a meeting in January for that purpose.

The sooner we know of the potential funding stream, it ensures the project development work will continue at pace.

#### 5. Action Items

##### 5.1. SR 37 Policy Committee Future Meeting Schedule

Suzanne Smith spoke on the proposed 2021 State Route 37 Policy Committee meeting dates. This committee will continue to meet quarterly.

There will be monthly Project Leadership Team and Executive Steering Committee meetings between each Policy Committee meeting.

Councilmember Jake Mackenzie moved for approval of January 7, March 4, June 3, and October 7, 2021 for the SR 37 Policy Committee meeting dates; Supervisor Damon Connolly seconded.

Upon a roll call vote, the motion was approved by the following vote:

Aye: Arnold; Connolly; Garcia; Gorin; Hannigan; Lucan; Mackenzie; Pedroza; Rabbitt; Ramos; Sampayan.

Nay: *n/a*

Abstain: *n/a*

Absent: Spering.

#### 6. Committee Member Comments/Staff Updates

Jake Mackenzie commented the year 2025 seems a long way away and challenged staff to come back on the interim project.

Executive Director Daryl Halls responded that the executive team will take up this request.

Executive Director Halls also took a moment to thank Mayor Sampayan, who chose not to run for reelection, for all his work on the committee.

Mayor Bob Sampayan spoke briefly on the work over the years.

Vice Chair Erin Hannigan thanked Mayor Sampayan for his service and efforts in promoting Highway 37 and all transit opportunities.

#### 7. Future Topics

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

Included for the committee's interest.

#### 8. Adjournment

The committee adjourned at 10:54 a.m.