June 26, 2024
NVTA Board of Directors Meeting
Meeting Handouts

1. Agenda Item 7 – Draft of Resilient SR 37 Quarterly Report for May 2024
2. Agenda Item 8 - Caltrans Report for June
3. Agenda Item 10.2 – Travel Behavior Study Presentation Slides

DRAFT RESILIENT SR-37 PROGRAM QUARTERLY REPORT

June 2024

Graphics/Branding PENDING

Logos
Logos
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I. PROGRAM HIGHLIGHTS

The purpose of this report is to summarize the progress of delivering the Resilient SR-37 Program. The report covers the fourth quarter of Fiscal Year 2024, April 1 to June 30, 2024.

Brief description of Program elements and current phases. Suggest highlights/accomplishments be listed first in the report for easy reference. Use table to spotlight key accomplishments and upcoming key actions.

Project Development & Construction	Highlights / Milestones Completed	Current Activities / Upcoming Actions Needed
Sears Point to Mare Island Sonoma, Napa, and Solano Counties *1 mi West of SR-121 at Sears Point to the Napa River Bridge in Vallejo*	• 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 (PREOTECT). • Nominated the project as a CM/GC candidate to deliver the first fully funded work package (Tolay Creek Bridge Replacement and SR 121 intersection improvements. • Continued to make progress on final design on the overall project: footprint minimization, toll gantry location, geotechnical/boring investigation, public access improvements, regulatory agency coordination. • Continued to make progress on environmental clearance and preliminary engineering for Tolay Creek Bridge Replacement and Strip Marsh East Enhancement.	• Supplemental EIR to obtain environmental clearance on the Tolay Creek Bridge Replacement, anticipated completion by June 2024. • Submit Application for USDOT's Multimodal Project Discretionary Grant Opportunity (May 2024). • Submit Application for CTC's SB 1 funding opportunities (Fall 2024). • 65% design completion for first work package anticipated August 2024. • 65% design completion for the overall project anticipated March 2025.
Fairgrounds Drive Interchange Vallejo, Solano County *Fairgrounds Drive and SR-37 from Six Flags to Gateway Drive*	• Bid package complete; project will go to bid in June 2024 • Full funding secured at $25.3M	• Contract award • Start construction
Flood Reduction Project (Hwy 101 to Atherton) Marin County *Brief description of project limits*	• Project was awarded 155M from IIJA PROTECT in May 2023. • Final Project Approval and Environmental Document was achieved on January 31, 2024.	• Design must be completed by June 2026 to comply with the IIJA funding deadline

SMART Rail Service Sonoma and Marin Area Rail Transit	• Corridor was accepted into the FRA's Corridor Identification and Development Program.	• PSR is targeting a completion by the end of May 2024.
Bus Service Solano, Napa, Sonoma, and Marin Counties	• Solano Transportation Authority completed the SR37 Express Bus/Transportation Demand Management Plan. • Estimated costs range from $800,000 to $10M.	• Develop consensus on approach and timing. • Secure funding.
Ecological Restoration Projects Sonoma and Solano Counties	• 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	• Tolay Creek Baylands Restoration- Will conduct CEQA/NEPA analysis and technical studies • Strip Marsh East- working on environmental analysis and design development
Public Access Projects	• Working with Active Transportation staff to identify opportunities enhance and fill-in the SF Bay and Water Trail as part of the near and long-term projects.	• Coordinating with BCDC, Bay and Water Trail staff and cities to support public access improvements aligned with community priorities as part of the Sears Point to Mare Island Improvement Project and Novato Creek Bridge Project schedule and permitting
Program Management & Communications	• Integrated Coms Team Meeting weekly • Focus on Closures – Advocacy leads to success • Equity and Engagement key in coms and messaging strategies	• Hold charette sessions in Marin and Solano for corridor coms plan May-June 2024 • Draft 1st Corridor Coms Plan June 2024 • Update Engagement Matrix • Plan for upcoming closures

Operations and Maintenance of Existing Corridor	• 04-0Y190 (Highway Maintenance paving) will begin paving the weekend of April 19-21, 2024, to rehab between the SON/SOL county line and the Napa River bridge. • 04-2K740 (CAPM in Marin County) has achieved 100% PS&E and will soon RTL. This project paves from the US-101 interchange to the Petaluma River bridge.	• 04-3W760 (Napa River bridge polyester overlay) just approved the contract and will be preparing a construction schedule for this season. • 04-0P760 (ADA improvements) achieved 100% PS&E and will soon RTL. This project makes improvements at the Wilson Ave EB off-ramp. • 04-4W830 (Clean California Fencing Project) is in construction and will be making improvements to the Mare Island interchange and Napa River bridge, and the Lewis Brown and Mini Drive OC. Construction should finish by June 2024. • 04-4Q840 (CAPM in Sonoma County), a PID is being prepared for the 2026 SHOPP cycle. This will focus on preserving the pavement and making intersection improvements to the Lakeville highway intersection. • 04-2Q500 (Petaluma River bridge rehab) is working on PS&E. The team is currently working on 95% PS&E.

II. PROGRAM OVERVIEW

A. Program Description

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 low-lying corridor experiences many challenges, including chronic traffic congestion, no transit options, vulnerability to flooding that will increase with sea level rise, and potential impacts on highly sensitive wetlands.

The Resilient 37 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 projects in the area to:

- Maintain flood walls, drainage, culverts, and slide gates
- Manage bladders and portable pumps

Near term projects to:

- 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 encourage public transit
- Reduce vehicle miles traveled

Long term improvements will:

- Fully adapt SR37 to sea level rise
- Incorporate 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

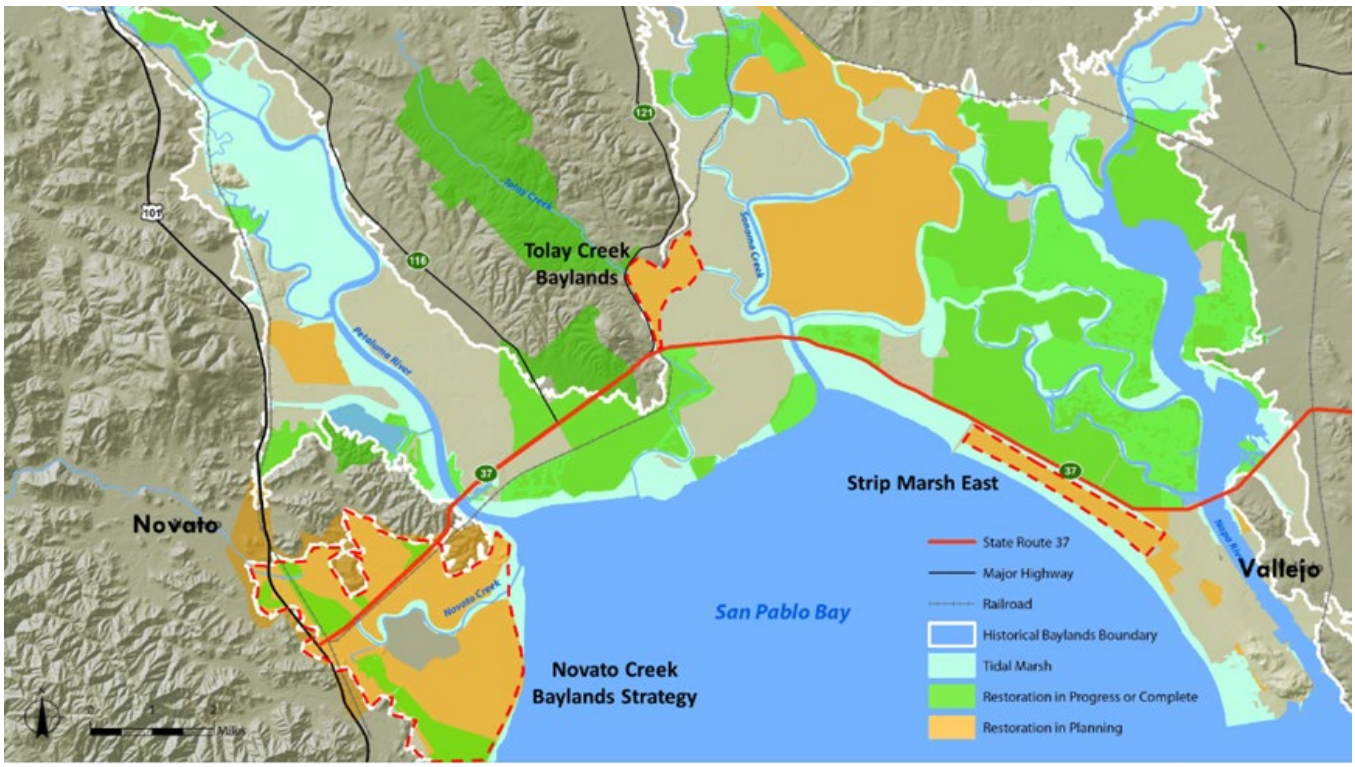


Figure 1 - Landscape-scale Restoration Opportunities

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 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.

Work on SR37 has been advancing over the past decade with a partnership structure 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.

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.

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 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.

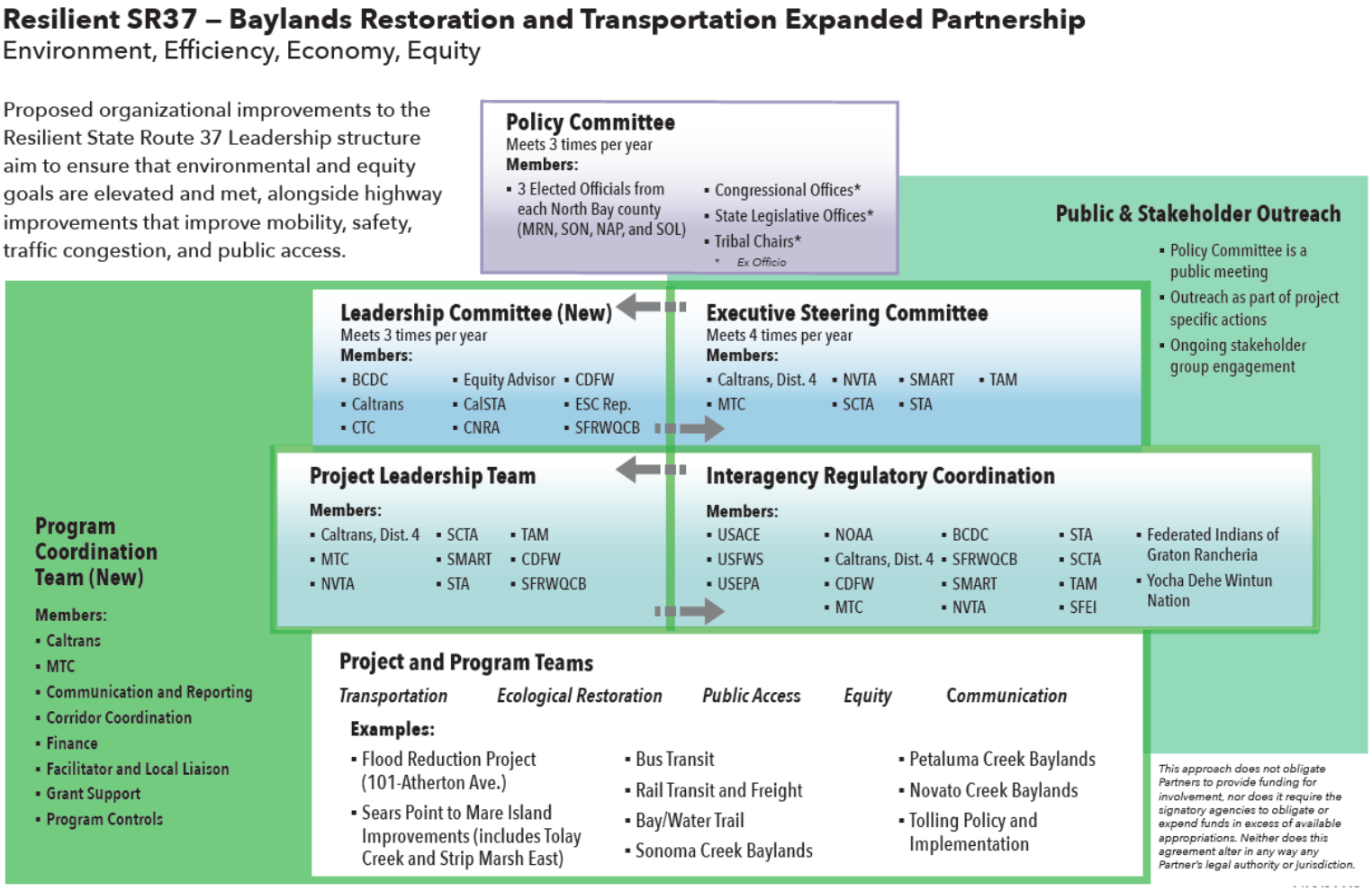


Figure 3 - Resilient SR-37 Partnership Structure

Policy Committee

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

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

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

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.

Program Coordination Team

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.

C. Program Funding

Describe current funding plan, status, and needs.

Sample high level Program funding status table, more detailed budget and funding status would be provided in specific project summaries: Define near-term vs. long-term (i.e., near-term < 5yrs; long-term > 5yrs)

Project	Scope	Project Components			
		Environmental	Design	ROW	Construction
NEAR-TERM TRANSPORTATION PROJECTS					
Sears Point to Mare Island Improvement Project	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.	●	●	●	◖
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					
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: o Phase 1 – Replace the Novato Creek Bridge o 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.	○	○	○	○
LONG-TERM ECOLOGICAL RESTORATION PROJECTS					
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.	○	○	○	○
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 COMPONENTS					
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 Funded ○ Unfunded

III. PROGRAM DELIVERY

A. Schedule

Sample high level schedule summary that reflects the "Completion" dates of the original "Baseline" schedule, and the current completion forecast.

Project	Baseline Completion	Forecast Completion	Confidence Level
NEAR-TERM TRANSPORTATION PROJECTS			
Sears Point to Mare Island Improvement Project Sonoma, Napa, and Solano Counties *1 mi West of SR-121 at Sears Point to the Napa River Bridge in Vallejo*	Phase 1 (Tolay Creek Bridge and SR 121) – Summer 2027 Future Phases - 2029	Summer 2029	
Fairgrounds Drive Interchange Improvement Project City or County location(s) *Brief description of project limits*	July 2025	July 2025	
LONG-TERM TRANSPORTATION INFRASTRUCTURE PROJECTS			
Flood Reduction Project Hwy 101 to Atherton – PEL Segment 2 City or County location(s) *Brief description of project limits*			
Long-term SR 37 SLR Adaptation Projects (Entire Corridor)			
SMART Rail Service City or County location(s) *Brief description of project limits*			

KEY

- Within schedule shown.
- Identified potential risks that may significantly impact schedule if not mitigated.
- Known impact to schedule, changes forthcoming.

Suggest including schedule graphic that reflects key milestones of major projects

B. Program Costs

Sample high level cost summary table, more detailed cost reports would be provided in specific project summaries:

Contract	Total Cost Estimate [1]	Cost Estimate Funded Phases [1]	Variance	Expended as of 6/30/24 [2]	Percent Expended	Percent Complete [3]	Confidence [4]
NEAR-TERM TRANSPORTATION PROJECTS					*Costs shown in millions of escalated dollars*		
Sears Point to Mare Island Improvement Project	**500.00**	**281.20**	**218.80**	**8.58**	**3%**	**3%**	🟢
Fairgrounds Drive Interchange Improvement Project (*Construction Phase*)	**25.30**	**25.30**	**0.00**	**0.00**	**0%**	**0%**	🟢
LONG-TERM TRANSPORTATION INFRASTRUCTURE PROJECTS					*Costs shown in millions of escalated dollars*		
Flood Reduction Project Hwy 101 to Atherton – PEL Segment 2	**240.30**	**180.30**	**60.00**		**%**	**%**	🟢
Long-term SR 37 SLR Adaptation Projects (Entire Corridor)							
SMART Rail Service	**1,500.00**	**0.00**	**1,500.00**	**0.00**	**0%**	**0%**	
LONG-TERM ECOLOGICAL RESTORATION PROJECTS					*Costs shown in millions of escalated dollars*		
Tolay Creek Baylands Restoration Planning		**1.2**			**%**	**%**	🟢
Strip Marsh East		**0.42**			**%**	**%**	🟢
MULTIMODAL/PUBLIC ACCESS IMPROVEMENTS					*Costs shown in millions of escalated dollars*		
Bus Service	**0.08 - 10**	**0**	**0.08 - 10**	**0**	**0%**	**0%**	
Bay Trail / Water Trail		**0**			**%**	**%**	🟢
Bicycle Connectivity		**0**			**%**	**%**	🟡
TOTALS	**430.00**	**430.00**	**0.00**		**%**	**%**	

(1) Total Cost Estimate represents current estimated cost to complete each project,
(2) Cost Estimate Funded Phases represents current estimated cost to complete phases that are funded for each project,
(3) Expenditures received thru June 30, 2024
(4) Percent completes shown are based on qualitative assessment of physical % complete per milestones and schedule.
(5) 🟢 = Within budget, 🟡 = identified potential risks that may significantly exceed budget if not mitigated, 🔴 = Known impacts to budget - changes forthcoming.

Program Cost Updates Since Previous Quarterly Report

- *Use this section to highlight key changes since previous report*

C. Risk Management Plan

Risk registry highlights / summary of major risks

The Project Development Teams for the Sears Point to Mare Island Improvement Project and the Flood Reduction Project have developed Risk Registers (RR). The RRs will be reviewed and assessed by the Risk Management Working Group composed of the Project Managers on a quarterly basis. The highest risk items, quantified in terms of cost and schedule, will be reported in future Quarterly Reports.

D. Program Management

Use this section to discuss/highlight Program Management activities.

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 PEL process was developed by the Federal Highway Administration to encourage an early and integrated approach to transportation planning and environmental considerations.

The SR 37 PEL balanced 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 million in year 2022 dollars, the Implementation Plan also included a phasing approach, identifying 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 SR-37 team aims to achieve broad agreement on prioritization criteria and the application of those criteria using a multi-layered, collaborative process 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. To be completed in 2024.

E. 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 complete in Spring 2024.

- Napa River Bridge Polyester Overlay Project- Bridge preservation project that is scheduled to begin construction Summer 2024.
- Marin-37 Capital Preventative Maintenance Project- Paving project between US-101 and Petaluma River Bridge. 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 and scheduled to begin construction in 2025.
- Clean California Fencing Project- Fencing additions will be made by June 2024 at the Mare Island interchange and Lewis Brown and Mini Drive OC.

F. Equity Integration

The Resilient SR 37 Partnership structure aims to ensure that equity goals are elevated and met. To that end, equity is one of the five pillars in the Partnership structure, will be a standing item in quarterly reporting, and will be 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.

This quarter saw several engagement efforts related to equity:

- MTC and Caltrans held a briefing with CTC Commissioner Jay Bradshaw (2/13) as follow up to the CTC hearing on tolling.
- MTC and Caltrans attended a meeting of the Solano Transportation Authority Equity Working Group (2/28) and presented on the Resilient SR37 program.
- MTC and Caltrans provided a briefing to the Leadership Committee Equity Advisors Alexis Lantz (Caltrans HQ) and Phoenix Armenta (BCDC) (4/10).
- 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, the following policy areas will be particularly critical in assessing equity.

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 to convert 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.

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. As a result, 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. In this quarter there has been advancement in public transit and equity.

- Solano Transportation Authority released an updated transit plan. The document includes… and recognizes how providing new transit options will increase mobility for lower income residents in Solano County in particular who commute to Marin and Sonoma.
- A SMART Project Study Report was completed by Caltrans. This first step in assessing how passenger rail service might operate in the corridor includes…

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.

Public Access

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.

G. Public Communications & Outreach

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

Agencies partnering in the development and current operations and maintenance of SR-37 formed a team or working group to design and implement holistic and equitable communications and engagement strategies that inform on efforts to keep the route operating safely and upgrade it to be more resilient concerning 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 TAM offices in Marin and the Other at the STA offices in Solano. The elements of the communication plan be 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, 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 place activities on the schedule and coordinate the development of any work product necessary.

Websites and Social Media Platforms

The SR-37 Websites on the Caltrans District 4 page and Resilient37.org maintained by the SCTA are coordinated directly by the SR-37 ICT. Social Media is maintained by each partner agency and 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 project 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.

H. Project Summaries

Sears Point to Mare Island Improvement Project

Sponsored by MTC and SCTA

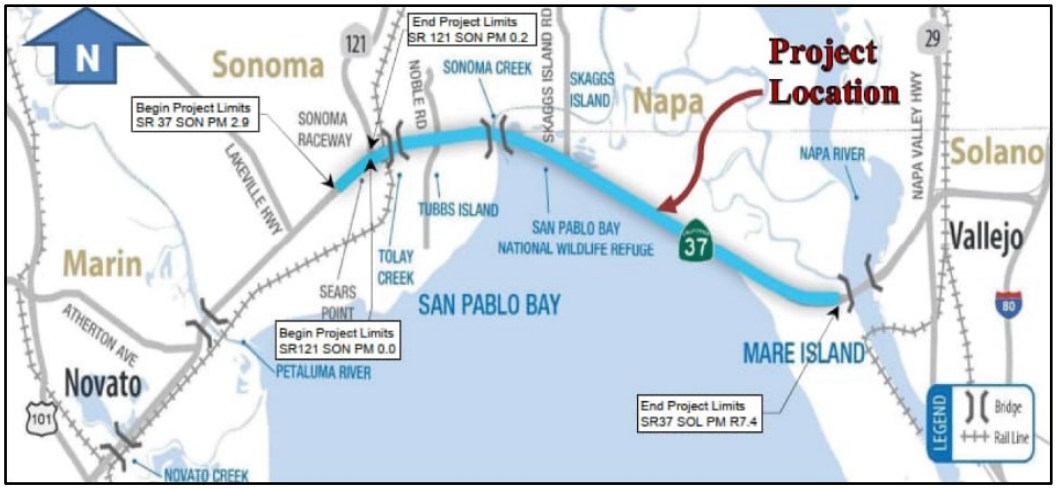
Sears Point to the Napa River Bridge in Vallejo

Total Cost Estimate

$430 million

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 will be restored along with this project to improve the habitat. The project is in 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 proposed to provide equitable commuting to offset the tolling.

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 CMGC 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.

Current Project Activities

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

Project Issues / Risks

- Project funding
- SMART, CPUC and Railroad Coordination and Lead Times
- Right of Way Acquisitions from 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

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

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

Tolay Creek Bridge Replacement (Work Package #1)

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

HOV Widening (Work Package #2)

Fairgrounds Drive Interchange Improvement Project

Sponsored by STA

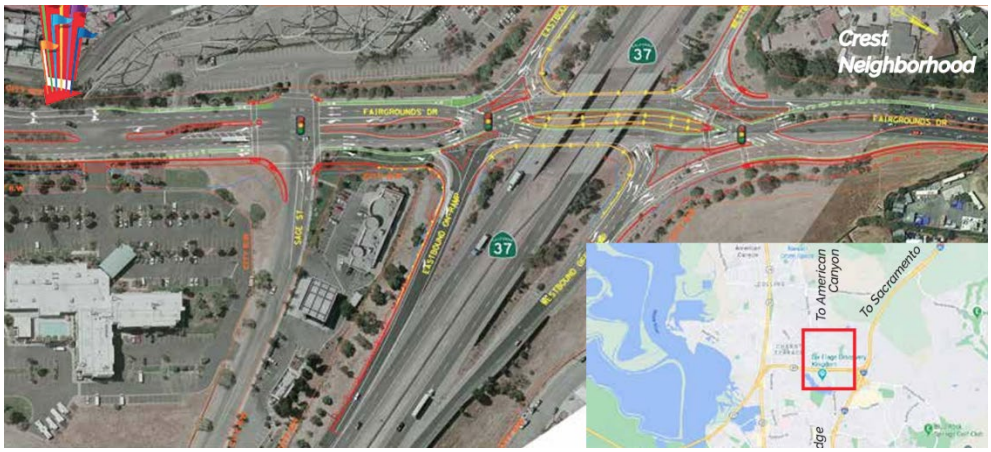
Fairgrounds Drive in Vallejo

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 as well as 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

Current Project Activities

- Highlight current activities and upcoming milestones, key decisions needed.

Project Issues / Risks

- Highlight key project issues / risks.

Project Funding

Project funding table with narrative on gaps and planned funding opportunities

Project Cost

Project cost table by phase with progress complete.

Project Schedule by Phase

Milestone schedule graphics with confidence level.

Flood Reduction Project

Sponsored by
Transportation Authority of Marin

Hwy 101 to Atherton

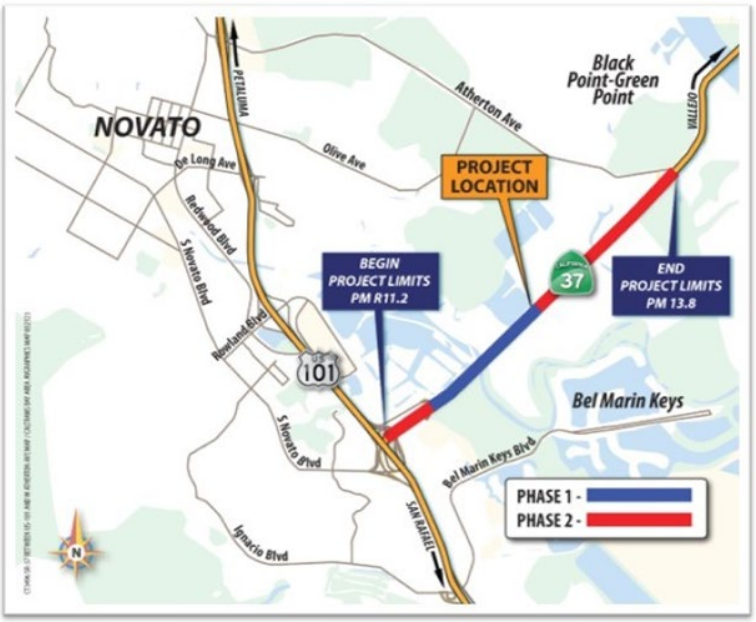
Total Cost Estimate

$170M (Phase 1), $1.7B (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:

o Phase 1 – Replace the Novato Creek Bridge

o 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 I 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 are working on a cooperative agreement to begin the design phase.

Current Project Activities

- Caltrans is pursuing the use of CMGC 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						$60,000	$60,000
Total Uncommitted								**$60,000**	**$60,000**
Project Total			**$10,000**	**$15,000**	**$100**	**$25,000**	**$200**	**$190,000**	**$240,300**

Funding for Phase 2 is still to be determined.

Project Cost

Phase 1 of the project will cost a total of $240M, see table above for a breakdown.
Because Phase 2 of the project has no certain funding timeline, we are assuming the project will be constructed by 2045 which will cost a total of $1.93B.

Project Schedule by Phase

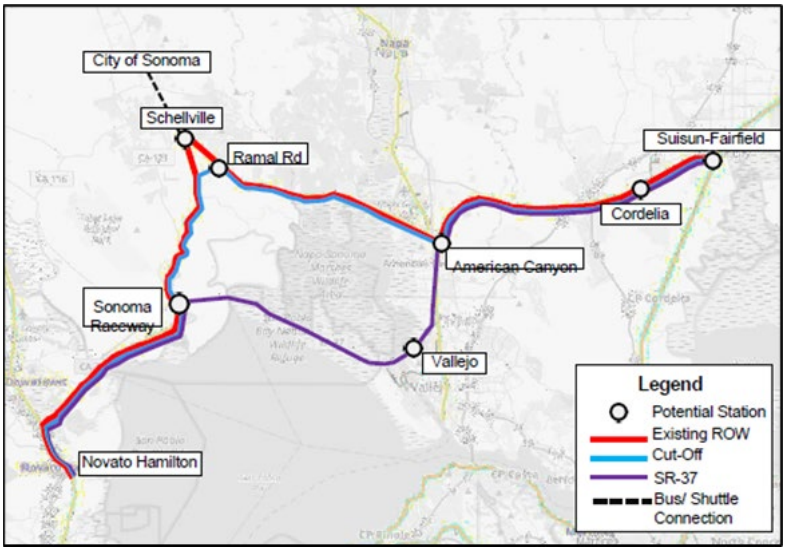
Project Milestones		Milestone Date (Month/Day/Year)
Program Project	M015	06/26/2019
Circulate DED	M120	08/10/2023
PA&ED	M200	01/30/2024
Procure CM for CMGC		9/15/2024
Project PS&E	M380	04/15/2026
RTL	M460	05/30/2026
Fund Allocation	M470	08/15/2026
Award	M495	03/31/2027
Approve Contract	M500	05/02/2027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

Phase 1 - Schedule

SMART Rail Service

Sonoma Marin Area Rail Transit

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.

Governance

SMART will be the owner-operator of the corridor. It will be under the North Bay Rail Corridor.

Improvements

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

Planning is evaluating the market to identify station locations

Status

- HQ Rail Planning is leading the effort of this project.
- Project was added to the FRA's Corridor Identification and Development Program.

Next Steps

- Complete the PSR by end of May.
- Identify funding sources for next phases.

Funding

Project funding has not been identified, though it is anticipated that most of the funding will be Federal. It is anticipated the project will cost about $1.5B.

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 State Route (SR) 37 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

Strip Marsh East

Caltrans

South of SR-37 between the Pond 1 intake canal and Mare Island

Total Cost Estimate

$23 million

Target Completion Date

2028

Project Description

Strip Marsh East has provided both valuable habitat and a buffer to storms for SR37. 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” or “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 that results from highly inadequate drainage, converting 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 and 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.

Novato Creek Baylands Strategy

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

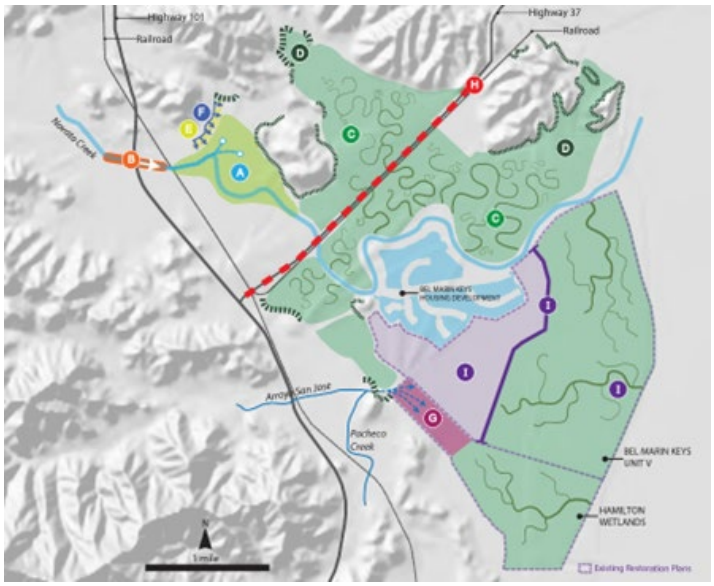
Total Cost Estimate

$410K (Planning)

Target Completion Date

TBD

Project Description



Raising 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. 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 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. 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

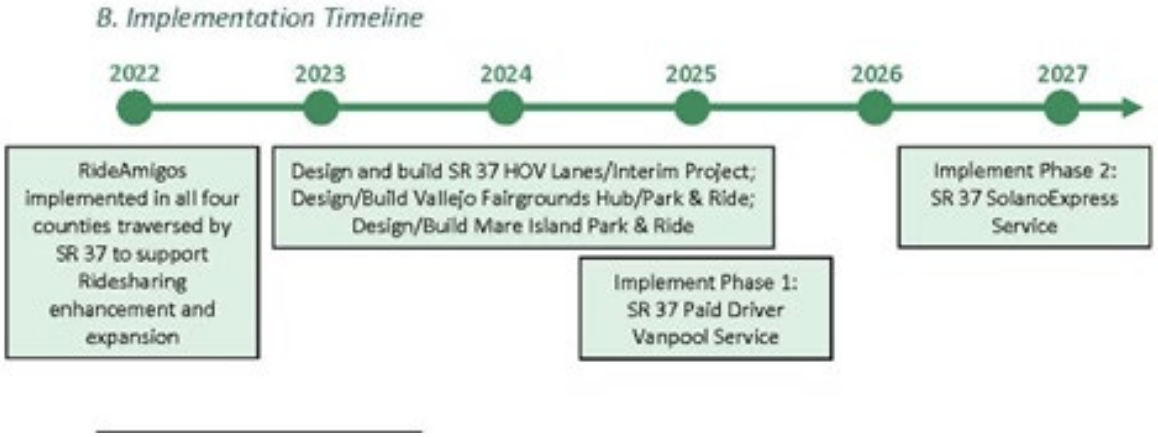
March 2024

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.

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 demand. Establishing effective connections that minimize transfers, costs, and time and maximize reliability and efficiency.

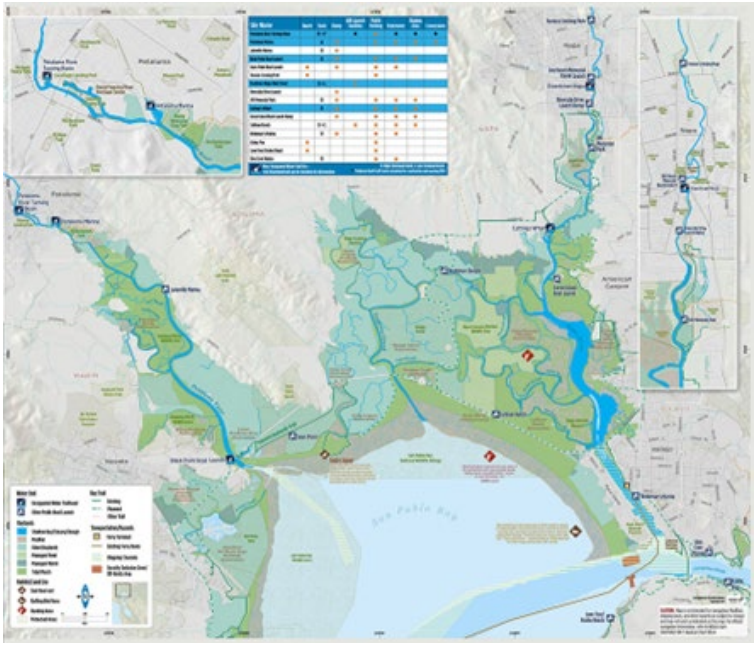
SF Bay Trail / Water Trail

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 for everyone to enjoy that connects all nine Bay Area counties and 47 cities.

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 existing Bay Trail near Tolay Creek.

Next Steps

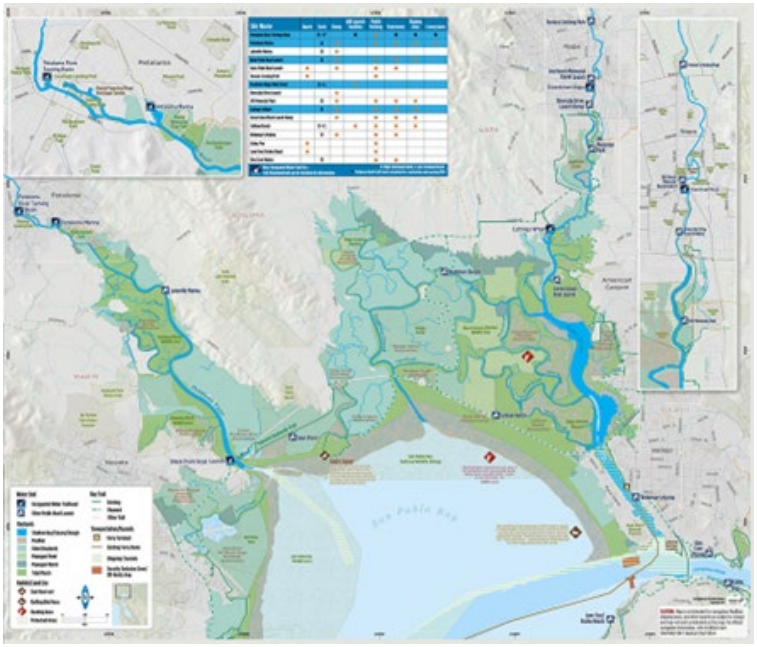
- Transportation project teams are working with BCDC, the City of Vallejo and Bay and Water Trail staff to identify improvements that can be delivered as part of upcoming projects. Coordination will also continue with tribes to identify and account for tribal interests.
- Continue to look for opportunities 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, as well as funding, and identifying project leads to deliver and maintain the improvements.
- 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; however, in general there are no designated bike lanes in the Study Area. 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

TBD

PROJECT INITIATION REPORT

EA 4Y400
Operational Improvement; NAPA 121 PM 7.2 on Route 121 and Hennessy Drive Intersection in the City of Napa
Scope: Operational Improvement

EA 2Q510
Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa
Scope: Pavement rehabilitation and Safety Improvements

ENVIRONMENTAL

EA 2W880
Pavement Preservation; NAP 128 PM 4.56/19.10 in County of Napa from R29 to Knoxville Road
Scope: Pavement Preservation
Cost Estimate: $13.8 M Construction Capital
Schedule: PAED: 2/2026 **PS&E:** 12/2027 **RWC:** 3/2028 **RTL:** 3/2028

EA 4W370
Bridge Scour Mitigation; NAPA 29 PM 6.99 in County of Napa at the Napa River BOH
Scope: Scour Mitigation and Seismic Retrofit
Cost Estimate: $23.4 M Construction Capital
Schedule: PAED: 2/2032 **PS&E:** 5/2033 **RWC:** 7/2033 **RTL:** 9/2033

EA 4Q010
NAPA 29 PM 0.6/R2.5 in City of American Canyon
Scope: Multi-Modal Corridor Improvements
Cost Estimate: $ 53.1 M Construction Capital
Schedule: PSR/PDS: 2/6/2023
A PAED coop agreement is executed on 2/29/2024

EA 2W370
Major Damage; NAPA 29 PM 42.57 in County of Napa
Scope: Replace failed netting with new netting, remove debris, and install additional erosion control.
Cost Estimate: $1.1 M Construction Capital
Schedule: PAED: 3/2025 **PS&E:** 3/2026 **RWC:** 4/2026 **RTL:** 5/2026

EA 4AC80
Pavement Rehab; NAPA 29 PM 0.0/7.0 in American Canyon & County of Napa
Scope: Pavement rehabilitation
Cost Estimate: $18.91 M Construction Capital
Schedule: PAED: 6/2024 **PS&E:** 3/2025 **RWC:** 5/2025 **RTL:** 6/2025

PIR (Project Initiation Report) **PSR** (Project Study Report) **DED** (Draft Environmental Document)
PAED (Project Approval/ Environmental Document) **PSE** (Plans, Specifications, and Estimate)
RWC (Right of Way Certification) **RTL** (Ready to List) **CCA** (Construction Contract Acceptance)
ADV (Advertise Contract) **BO** (Bid Open) **AWD** (Award Contract)

EA 4AC90
Safety; Various Locations in County of Napa
Scope: Install/ Upgrade Horizontal Alignment Warning Signs
Cost Estimate: $4.47 M Construction Capital
Schedule: **PAED:** 6/2024 **PS&E:** 3/2025 **RWC:** 5/2025 **RTL:** 6/2025

EA 0Q800
Major Damage; NAPA 121 PM 6.9/12.1 in County of Napa
Scope: Permanent Restoration; Inject grout at sinkhole and install drainage
Cost Estimate: 1M Construction Capital
Schedule: **PA&ED**: 9/2024 **PS&E:** 11/2025 **RWC**: 03/2026 **RTL**: 04/2026

EA 4AA30
Storm Damage; NAPA 128 PM 12.5 in County of Napa
Scope: Storm Damage Restoration – Install Soil Nail Wall
Cost Estimate: $5.3 M Construction Capital
Schedule: **PAED:** 10/2024 **PS&E:** 11/2025 **RWC:** 12/2025 **RTL:** 01/2026

EA 0J890
5-Way Intersection; NAPA 121-PM 7.3 in City of Napa
Scope: Intersection Improvement
Cost Estimate: $7.9M Construction Capital ($1.96M SHOPP Contribution)
Schedule: PAED: 11/2024 **PS&E:** 6/2026 **RWC:** 6/2026 **RTL:** 6/2026
A coop agreement is executed on 8/28/2023

DESIGN

EA 4J820
Tulucay Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa
Scope: Bridge Replacement
Cost Estimate: $15.6M Construction Capital
Schedule: **DED:** 06/30/2022 **PAED:** 03/27/2023 **PS&E:** 09/2024 **RWC:** 11/2025 **RTL:** 11/2025

EA 0Q790
Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa
Scope: Construct RSP at five slipout locations.
Cost Estimate: $4.3M Construction Capital
Schedule: **PAED:** 02/9/2023 **PS&E:** 05/2024 **RWC:** 03/2025 **RTL:** 03/2025

EA 0Q830
Storm Damage; NAPA 29 PM 46.1 in County of Napa
Scope: Construct CIDH segmented pile wall at slip out
Cost Estimate: $1.7M Construction Capital
Schedule: **PAED:** 06/29/2022 **PS&E:** 1/11/2024 **RWC:**1/11/2024 **RTL:** 1/22/2024

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ADV (Advertise Contract) **BO** (Bid Open) **AWD** (Award Contract)

EA 0Q820
Storm Damage; NAPA 29 PM 11.6/13.0 in City of Napa
Scope: Repair Culvert and stabilize the roadway.
Cost Estimate: $14.073M Construction Capital
Schedule: **PAED:** 09/10/2021 **PS&E:** 9/2023 **RWC:** 11/2023 **RTL:** 12/2023

EA 2Q610
Pavement Rehab; NAPA 29 PM R7.3/13.5 in County of Napa
Scope: Pavement rehabilitation.
Cost Estimate: $23.3M Construction Capital
Schedule: **PAED:** 04/20/2022 **PS&E:** 04/2024 **RWC:** 04/2024 **RTL:** 05/2024

EA 1Q620 Pavement Rehab; NAPA 121 PM 4.47/10.7 in City of Napa
Scope: Pavement repair.
Cost Estimate: $**35M** Construction Capital
Schedule: **PAED:** 06/30/2022 **PS&E:** 12/2024 **RWC:** 11/2025 **RTL:** 11/2025

EA 2J88U
No-Name Creek Bridge: NAPA 29-PM 42.83 in County of Napa
Scope: Sub-structure rehabilitation and scour mitigation at one bridge
Cost Estimate: $2.20M Construction Capital
Schedule: **PAED:** 2/1/2019 **PSE:** 8/2024 **RWC**: 8/2025 **RTL:** 9/2025

EA 4J990
Storm Water Quality Improvement; NAPA 29 PM 33.13 in County of Napa
Scope: Improve water quality and fish passage
Cost Estimate: $6.9M Construction Capital
Schedule: **DED:** 12/2/2020 **PAED:** 06/30/2021 **PS&E:** 08/2024 **RWC:** 11/2024 **RTL:** 11/2024

EA 4J830
Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa
Scope: Bridge Replacement
Cost Estimate: 12.2 M Construction Capital
Schedule: **DED:** 03/18/2022 **PAED:** 06/29/2022 **PS&E:** 09/2024 **RWC:** 11/2025 **RTL:** 11/2025

CONSTRUCTION

EA 3Q760
Rumble Strips; NAPA 29, 121 & 128 Various Locations in County of Napa
Scope: Construct rumble strips at seven locations.
Cost Estimate: $3.3M Construction Capital
Schedule: **PAED:** 12/31/2021 **PS&E:** 5/26/2023 **RWC:** 5/30/2023 **RTL:** 6/26/2023 **CCA** 10/2024

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EA 0K630
Bridge Rails; NAPA 29 PM 16.48/19.04 in County of Napa
Scope: Upgrade / Replace Bridge Rails in 3 Bridges
Cost Estimate: $4.7M Construction Capital
Schedule: **PAED:**10/22/2020 **PS&E:**12/02/2022 **RWC:**12/05/2022 **RTL:**12/05/2022 **AC:** 07/14/2023 **CCA**:11/2025

EA 0Q810
Storm Damage; NAPA 121 PM 16.0/16.1 in County of Napa
Scope: Repair pavement, replace drainage systems and upgrade guardrail.
Cost Estimate: $1.3M Construction Capital
Schedule: **PAED:** 02/02/2022 **PS&E:** 05/04/2023 **RWC:** 06/20/2023 **RTL:** 06/26/2023 **AC:** 1/23/2024 **CCA**:07/2025
Awarded Contractor: ARGONAUT CONSTRUCTORS

EA 4J410
Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon
Scope: Rehabilitate Culverts
Cost Estimate: $3.3M Construction Capital
Schedule: PAED: 2/4/2020 **RTL**: 10/3/2022 AWD: 3/21/2023 (Terracon Constructors Inc.) **AC:** 04/07/2023 **CCA**: 11/2025

EA 0Q690
Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa
Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair
Cost Estimate: $1.2M Construction Capital
Schedule: **PAED:**12/1/2020 **PS&E:** 06/21/2022 **RWC:**06/22/2022 **RTL:** 06/24/2022 **AC:** 03/03/2023 **CCA**: 12/2024

EA 1G43A
Env. Mitigation at Conn Creek; NAPA 128 PM R7.4 on Silverado Trail in County of Napa
Scope: Environmental mitigation, monitoring and report at Conn Creek
Cost Estimate: $0.2M Construction Capital
Schedule: **PAED:** 10/5/2015 **PS&E:** 6/28/2021 **RWC:** 08/10/2021 **RTL:** 08/23/2021 **AC:** 07/26/2022 **CCA**: 10/2031

EA 28120
Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa
Scope: Construct New Interchange at SR 221/29/12
Cost Estimate: $36.7M Construction Capital
Schedule: **PAED:** 2/13/2020 **PSE:** 08/26/2021 **RWC:** 08/25/2021 **RTL:** 08/26/21 **AC:** 05/13/2022 **CCA:** 9/2026

EA 2Q260
Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa
Scope: Construct Class 1 Multiuse Path
Cost Estimate: $6.1M Construction Capital
Schedule: **DED:** 6/17/2020 **PAED:** 01/15/2021 **PS&E:** 12/10/2021 **RWC:** 12/10/2021 **RTL:** 12/10/2021
AWD: 5/20/2022 (Ghilotti Construction Company) **AC:** 06/15/2022 **CCA:** 12/2024

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EA 0K000
ADA Compliance; NAPA 29 PM 0.23/14.6 in County of Napa
Scope: Upgrade Pedestrian Facilities
Cost Estimate: $2.1M Construction Capital
Schedule: **PAED:** 7/1/2019 **PS&E:** 07/27/2021 **RWC:** 09/02/2021 **RTL:** 09/22/2021 **AC:** 04/08/2022 **CCA:** 6/2024

EA 3G64A
Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga
Scope: Environmental mitigation at Napa River Bridge
Cost Estimate: $0.5M Construction Capital
Schedule: **PAED:** 2/9/2015 **RTL**: 5/29/2019 **AWD:** 3/26/2020 (Hanford Applied) **AC:** 05/28/2020 **CCA:** 12/2028

EA 4G210
Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa
Scope: Remove existing triple box culverts and replace with a new single span bridge
Cost Estimate: $8.7M Construction Capital
Schedule: **PAED:** 4/9/2018 **RTL:** 12/8/2020 **AWD:** 5/19/2021 (Gordon Ball Inc) **AC:** 06/10/2021 **CCA:** 04/30/2024

EA 4G21A
Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa
Scope: Environmental mitigation, monitoring and report at Huichica Creek
Cost Estimate: $1.0M Construction Capital
Schedule: **PAED:** 4/9/2018 **RTL:** 06/9/202 **AWD:** 11/28/2023 **AC:** 12/20/2023 **CCA:** 06/2033

EA 4J210
Capell Creek Bridge; NAPA 121-PM 18.59 in County of Napa
Scope: Sub-structure rehabilitation and bridge scour mitigation
Cost Estimate: $1.56M Construction Capital
Schedule: PAED: 7/24/2017 **RTL:** 5/18/2020 **AWD:** 11/2/2020 (Ghilotti Const. Inc) **CCA:** 11/22/2023 **EP:** 8/2024

EA 4G840
Capell Creek Bridge; NAPA 128-PM 20.2 in County of Napa
Scope: Bridge Replacement
Cost Estimate: $15.8 M Construction Capital
Schedule: PAED: 6/16/2016 **RTL:** 6/29/2018 **AWD:** 02/19/2019 (Gordon Ball Inc.) **CCA:** 03/30/2023 **EP:** 12/2024

EA 4G84A
Capell Creek Bridge Env Mitigation; NAPA 128-PM 20.2 in County of Napa
Scope: Environmental Permit Mitigation & Plant Establishment to Bridge Replacement
Cost Estimate: $0.5M Construction Capital
Schedule: PAED: 6/16/2016 **RTL:** 05/23/2022 **AWD:** 11/17/2022 **CCA:** 11/17/2031

ACTION ITEM

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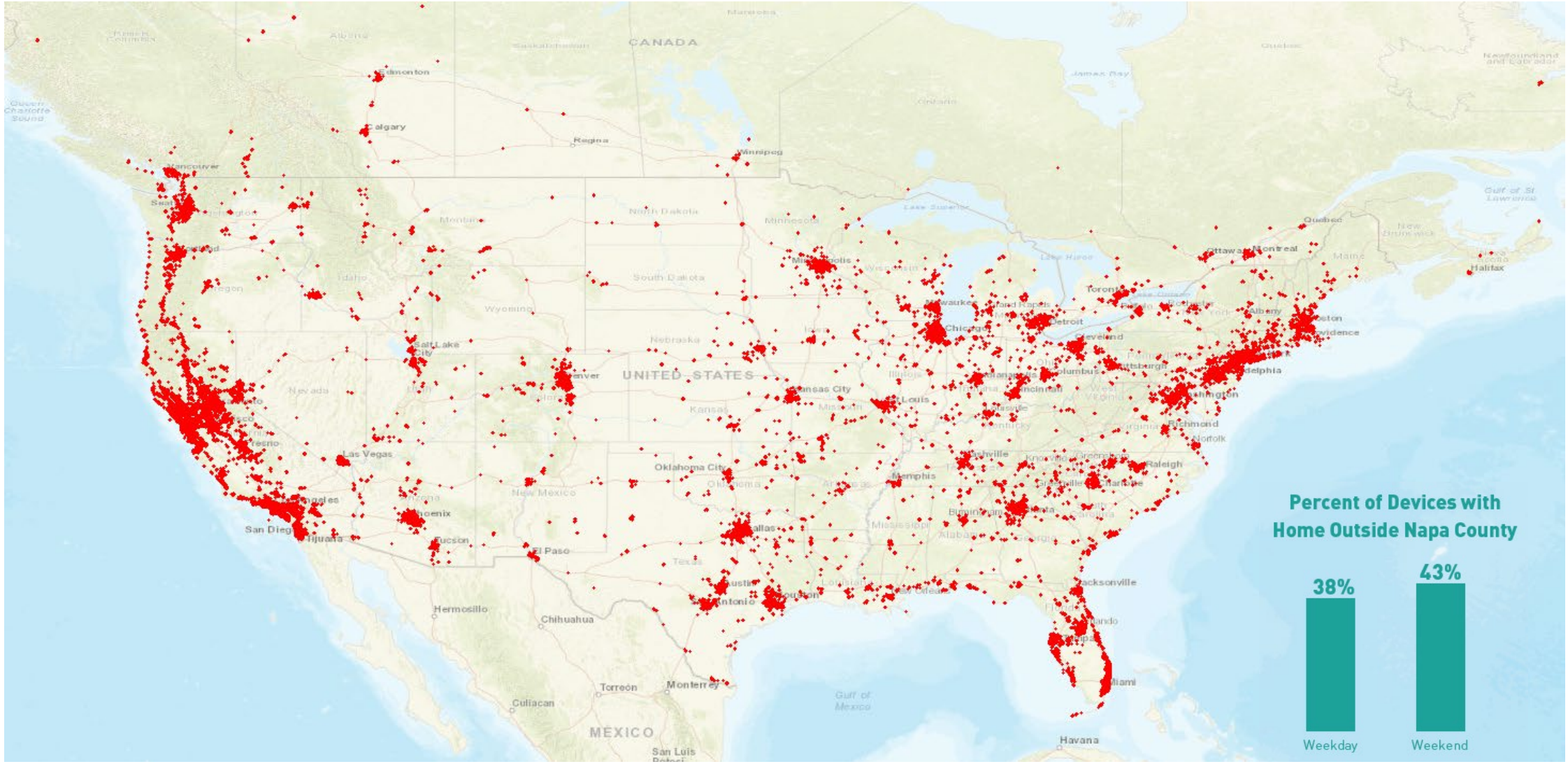
Where do visitors to Napa County come from?



What are the largest trip generators in Napa County?

#	Selected Trip Generator	Trips	Percent
1	Napa Bel Aire Plaza	23,300	7%
2	South Napa Market Place	16,900	5%
3	Downtown Napa	16,100	5%
4	Napa Junction Center (American Canyon)	11,600	3%
5	Napa Valley College	7,000	2%
6	Napa Queen Medical	5,000	1%
7	Napa Oxbow	3,800	1%
8	Napa Department of State Hospitals	3,600	1%
9	Napa County Services	2,300	<1%
10	Saint Helena Hospital	2,000	<1%
11	Angwin Pacific Union College	1,600	<1%
12	Yountville VA Hospital	1,100	<1%
13	Napa County Airport	900	<1%
14	Napa County Airport	900	<1%

Where are the origins of the largest trip generators?

Jurisdiction	Napa Junction Center (American Canyon)	South Napa Market Place	Oxbow	Napa Bel Aire Plaza
City of Sonoma	1%	2%	1%	1%
Vallejo	45%	3%	1%	3%
Fairfield	3%	2%	2%	2%
City of Napa	8%	72%	67%	76%
American Canyon	28%	3%	1%	1%
Unincorporated Napa County	4%	8%	11%	6%
Total Trips	**11,600**	**16,900**	**3,800**	**23,300**

Average weekday trip length in Napa County