

RESILIENTSR37



STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, June 3, 2021

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/87034439276?pwd=eTRndVFGTE9XeG9uUmRFdlBhYkZLZz09>

Webinar ID: 870 3443 9276

Passcode: 994523

Call in: (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 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 6/3/2021. Include "Public Comment" and the meeting name in the subject line of your email and limit written comments to three hundred (300) words.

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Send comments to 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 March 4, 2021 SR 37 Policy Committee Meeting* **Drew Nichols, SCTA**
Recommendation:
Approve March 4, 2021 SR37 Policy Committee Meeting Minutes

4. DISCUSSION/INFORMATION ITEMS

- 4.1. Public Engagement **Bart Ney, Caltrans**
4.1.1. Resilient SR 37 Town Hall - April 15, 2021
4.1.2. Planning and Environmental Linkages (PEL) Public Meeting - May 26, 2021*
4.1.3. On-line Survey & Email Comment Summary
- 4.2. Caltrans Planning and Environmental Linkages Study (PEL) **Stefan Galvez, Caltrans**
- 4.3. Caltrans Project Updates/SHOPP* **Kelly Hirschberg, Caltrans**
- 4.4. Sears Point to Mare Island/Interim Project* **Kevin Chen, MTC**
4.4.1. Schedule Update
4.4.2. Vehicle Miles Traveled (VMT) Analysis
- 4.5. US 101 to SR 121/Design Alternatives Assessment (DAA) **Ashley Nguyen, MTC
& Jodi Ketelsen, TYLIN**
4.5.1. Design Alternatives Assessment (DAA)*
- 4.6. Funding **Suzanne Smith, SCTA
Ashley Nguyen, MTC**
4.6.1. Pending Federal Funds Requests*
4.6.2. Regional Conservation Investment Strategy
- 4.7. Correspondence Received - Sierra Club*

5. COMMITTEE MEMBER COMMENTS / STAFF UPDATES **All**

6. FUTURE TOPICS

Tolling Legislation and Expenditure Plan
Restoration Projects and Funding Opportunities in San Pablo Bay
Ultimate Environmental Phase Discussion
Comprehensive Multimodal Corridor Plan (CMCP)
Alternative Modes and Transportation Demand Management (TDM) Strategies

7. ADJOURNMENT

* Materials included

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Future Meeting Schedule

9:30 AM, June 3, 2021

9:30 AM, October 7, 2021

9:30 AM, January 7, 2021 (Proposed)

9:30 AM, March 3, 2021 (Proposed)

SR 37 Policy Committee Members:

SCTA

David Rabbitt, Sonoma
County Board of Supervisors

Victoria Fleming, 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 Director – Bay Area

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State Route (SR) 37 Policy Committee Meeting Minutes 9:30 a.m., Thursday, March 4, 2021 Zoom Video Conferencing

1. Call to Order/Introductions

Chairman David Rabbitt called to order the State Route 37 Policy Committee at 9:35 a.m.

Policy Committee Members Present:

David Rabbitt, Chair	Supervisor, County of Sonoma
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
Alfredo Pedroza	MTC Commissioner, Supervisor, County of Napa
Robert McConnell	Mayor, City of Vallejo
Jim Spering	MTC Commissioner, Supervisor, County of Solano
Belia Ramos	Supervisor, County of Napa

Policy Committee Members Absent:

Erin Hannigan, Vice Chair	Supervisor, County of Solano
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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 January 7, 2021 SR 37 Policy Committee Meeting

The minutes for the January 7, 2021 State Route 37 Policy Committee were recommended, and approved unanimously, following a motion by

Supervisor Spering, and a second by Councilmember Lucan.

The motion was approved by the following vote:

Aye: Arnold; Connolly; Garcia; Gorin; Lucan; McConnell; Pedroza; Spering; Rabbitt.

Nay: n/a

Abstain: n/a

Absent: Hannigan; Ramos.

4. Discussion/Information Items

4.1. Public Engagement in April

James Cameron introduced the topic to the committee. The team's focus is "One corridor, one team, many solutions."

We are aligning public engagement to ensure the public is heard and all options are considered.

There will be two public engagement meetings held on April 15 and on May 26. Key topics will include flooding, congestion and the SR 37 team will present on construction work to avoid future flooding events as witnessed in 2017 and 2019, explain the planning work, and provide a vision for the entire corridor.

Vince Jacala announced Caltrans is working on the Planning and Environmental Linkages (PEL) process and that will be described further on May 26.

4.2. Corridor Planning and Environmental Linkages (PEL)

Stefan Galvez presented briefly on the work being done for the PEL study. The key milestones and

meeting topics were displayed. Public meetings are planned for May and November.

Mr. Galvez described the work completed – e.g. identify data gaps, discuss the purpose and need – and highlighted the next step includes regulatory and mitigation strategies. The PEL report is expected to be completed by mid-2022.

Public Comment:

David Schonbrunn commented the fundamental issue for this corridor is not being addressed.

There is an immense Caltrans timeline that goes on and on forever, but there is no answer to the fundamental question.

Mr. Schonbrunn described what has been discussed as the ultimate projects as a four-lane viaduct will increase VMT and GHG emissions. It is going to create a significant impact and the question is what is Caltrans plan to get past that, and if Caltrans cannot get past that, no options are feasible.

If the State is serious about climate change, you cannot encourage more driving.

4.3. US 101 to SR 121 – Design Alternative Analysis (DAA)

Ashley Nguyen updated the committee on the design section for Segment A, US 101 to SR 121.

The project team has held a series of meetings to solicit input on the sturdy process. The purpose and needs have been completed, as well as developing the criteria for evaluations and methodologies.

Staff are starting to look at developing alternative routes and will use a geotechnical study to identify an embankment or a causeway. This work is coordinated with Caltrans's PEL process.

A DAA was developed for Segment B of the corridor a few years ago and there are thoughts to combine the two DAAs to understand the full opportunity of alignments that could be possible in the corridor.

4.4. US 101 to SR 121 – Flood Reduction

Kelly Hirschberg presented to the committee on the flood reduction work in Segment A (US 101 to SR 121).

The presentation can be accessed at the following link: <https://scta.ca.gov/wp-content/uploads/2021/03/Item-4.4-SR37-Policy-March202-4.4.pdf>

Supervisor Susan Gorin asked how are we planning on addressing the flooding immediately to keep Highway 37 open in the near terms.

Ms. Hirschberg responded rubber bladders and water pumps are available to be used during these flooding events, and described how these immediate fixes will help get us toward the ultimate project.

Public Comment:

Steve Birdleough asked about collaboration with the railroad as to its impact and how that will be maintained as the sea level rise.

Ms. Hirschberg responded Caltrans are committed to working with SMART in this corridor and these discussions are relevant, especially in regard to the overall vision of SR 37.

4.5. Sears Point to Mare Island – Congestion Relief

Kevin Chen provided an update to on the congestion relief between Sears Point and Mare Island. This is where a third, HOV lane is sought to reduce congestion.

Given the environmental constraints on both sides of the highway, studies are considering shoulder and lane widths in project alternatives.

There are also biological assessments, visual impacts analysis, cultural resources studies currently worked on, and staff are also looking at public access opportunities.

Mr. Chen further spoke on the traffic analysis and the opportunities for public transport along the corridor.

The draft EIR is expected to be completed in fall 2021 with the intent to complete the document by mid-2022.

Public Comment:

David Schonbrunn commented that each policy committee members over the years have expressed tremendous concern about traffic congestion in this segment and that he has presented the committee with a proposal that would make use of the existing statutory/categorical exemptions under CEQA that would get this project going now.

Mr. Schonbrunn wants to know if anyone has discussed the viability using those exemptions he presented to them.

Edward Schultze commented on the intersection of Highway 37 and 121, suggesting that if rail service is introduced, to construct a raised roadway/roundabout, so that the railway avoids interrupting traffic flow.

Supervisor Spring asked staff to follow up on the exemptions mentioned by Mr. Schonbrunn.

5. Committee Member Comments/Staff Updates

N/A

6. 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.

7. Adjournment

The committee adjourned at 10:13 a.m.



May 26 Public Meeting:

Well attended: 128 people

- Intro Remarks by Sen. Dodd, Therese McMillan, Dina El Tawansy
- PEL and Corridor Information, Mapping Comment Tools, Purpose and Need, and Introduction to Alternatives

Questions and Answers: Panelists included all partners

- Several live polls with high response rates
- 50 questions/comments received: Main themes:
 - Timing of work, P&N, rail (pro and con), traffic effects on other roads (SR 29), alternatives, interim work, transit, bus and ride share,
 - Others: Access to Tubbs Island, tolling, cost and funding, ferry, SLR, restoration, regulations

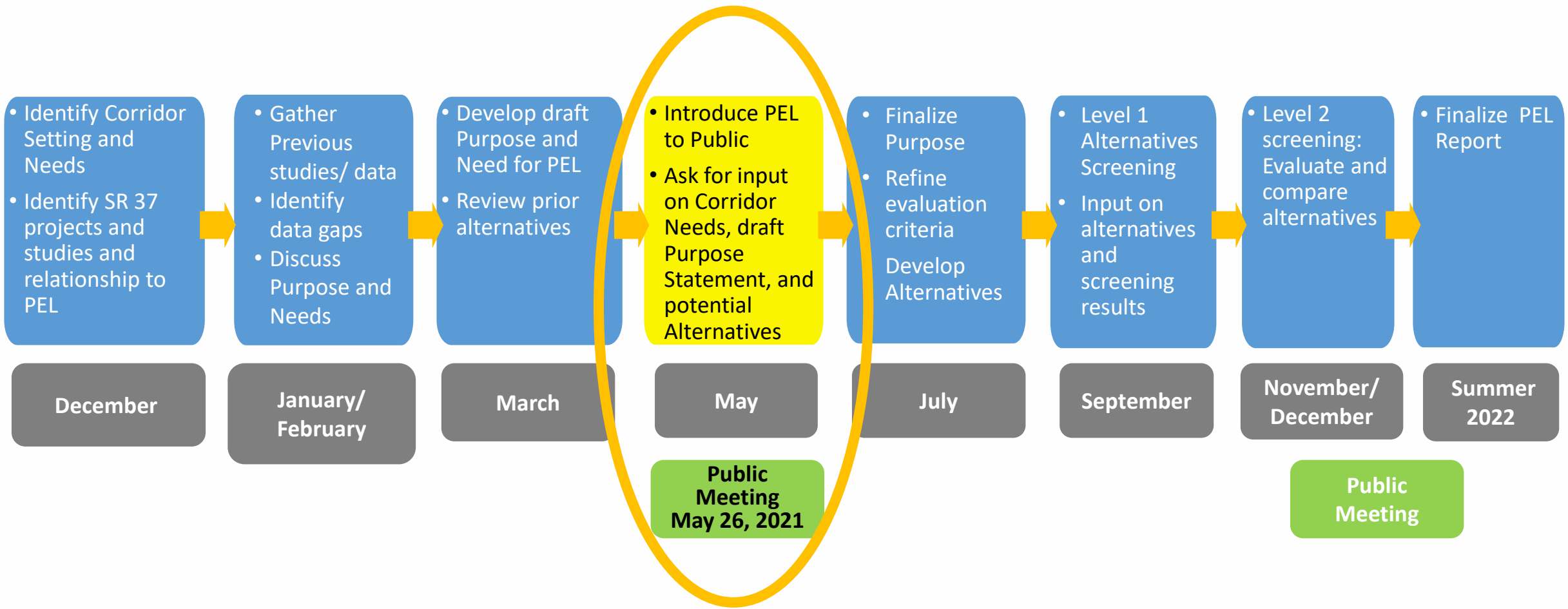


Continued public input through website, phone, questionnaire

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”



KEY PEL MILESTONES AND MEETING TOPICS

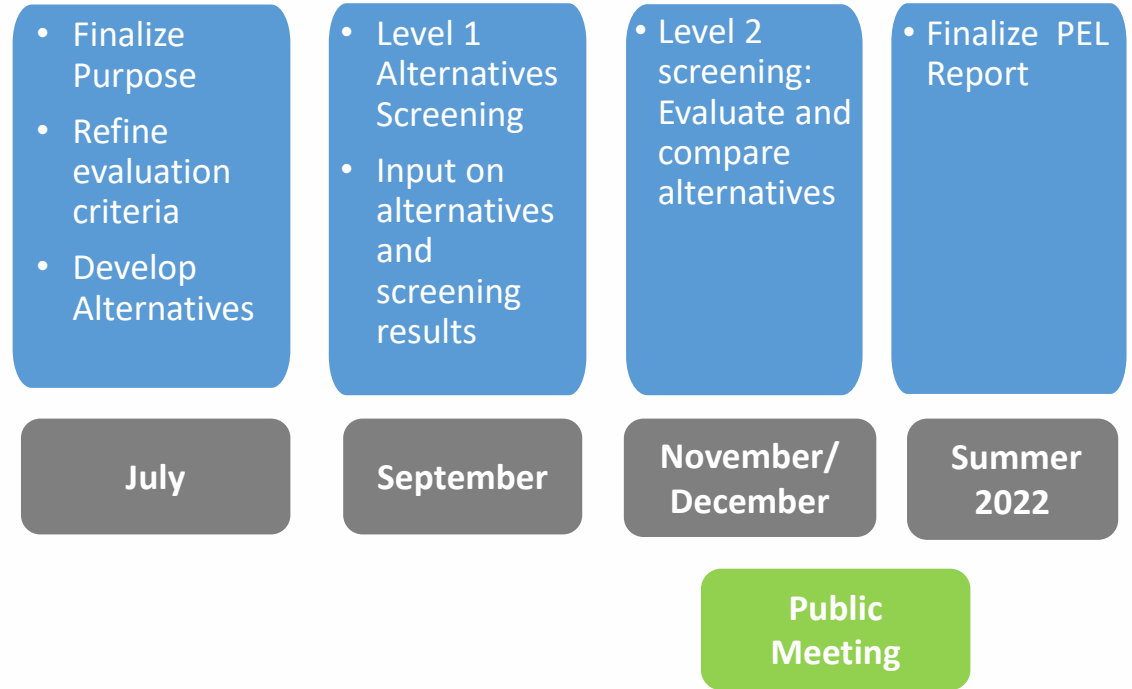


“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”



Next Steps:

- Continued public input through website, phone, questionnaire
- We will consolidate and pass on comments from the Public Meeting and other input received (website phone etc)
- Next input: RAP meeting June 11
- Continue data gathering, evaluation criteria, alternatives evaluation
- Continue coordinating with partners



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M A R I N • S O N O M A

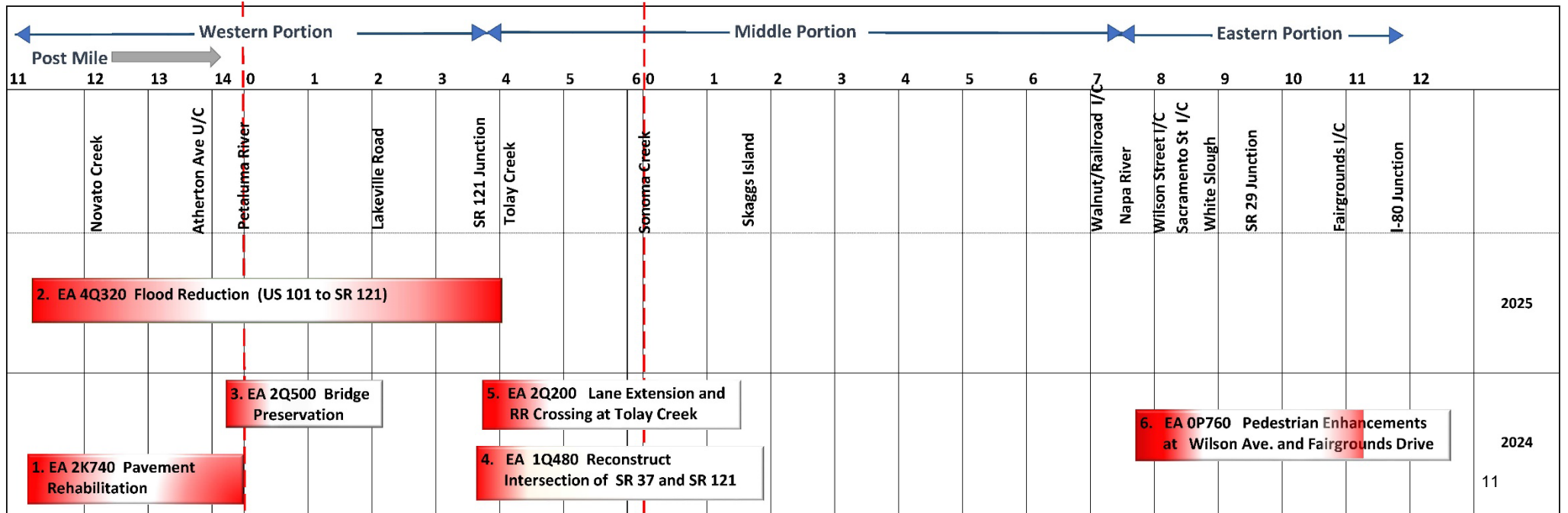
N A P A • S O L A N O

STATE ROUTE 37
CORRIDOR PROJECTS





Caltrans SHOPP Projects



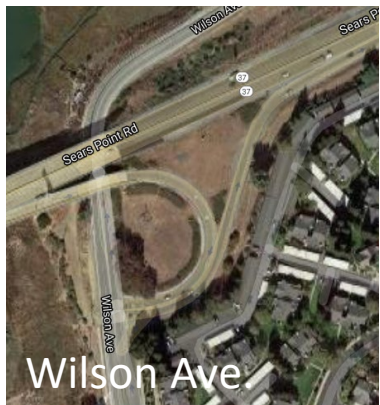
Caltrans SHOPP Projects Marin & Sonoma Counties



No.	County (EA)	Project Overview
1	Marin (2K740)	<p>Pavement Rehabilitation –CAPM from US 101 to Petaluma River</p> <ul style="list-style-type: none"> • Resurface the existing pavement • Replace and upgrade the existing concrete barrier and guardrails • Install vegetation control under guardrails
2	Marin & Sonoma (4Q320)	<p>Flood Reduction Project (US 101 to SR 121)</p> <p>Address recurring flooding due to seasonal rain and high tide events as interim improvements until mid-century</p>
3	Marin (2Q500)	<p>Petaluma River Bridge Preservation</p> <ul style="list-style-type: none"> • Replace the existing timber bridge fender system • Upgrade the bridge railings to meet current safety standards • Rehabilitate bridge deck including resurfacing



Caltrans SHOPP Projects Sonoma & Solano Counties



No.	County (EA)	Project Overview
4	Sonoma (1Q480)	<p>Reconstruct Intersection of SR 37 and SR 121</p> <p>To improve operation and relieve traffic congestion by considering</p> <ul style="list-style-type: none"> • Continuous tee intersection or • Roundabout at the existing intersection
5	Sonoma (2Q200)	<p>Lane extension and RR Crossing at Tolay Creek</p> <p>Widen SR 37, including at Tolay Creek Bridge and SMART railroad crossing. Extend the lane drop in the eastbound direction.</p>
6	Solano (OP760)	<p>Pedestrian safety enhancements</p> <ul style="list-style-type: none"> • Eastbound Off- Ramp at Wilson Avenue • Westbound & Eastbound On-Ramps at Fairground Drive

State Route 37 Interim Project – Sears Point to Mare Island



**SR 37 Policy Committee
June 3, 2021**



Environmental Review Schedule

Milestone	Target Date
Admin Draft EIR/EA (Environmental Impact Report/Environmental Assessment)	June 2021
Public Circulation of Draft EIR/EA	October 2021
Public Meeting	October/November 2021
Public Comments Due	December 2021
Admin Final EIR/EA	February 2022
Final EIR/EA	June 2022

Project Delivery Schedule

Milestone	Target Date
Final/Approved Environmental Document	June 2022
Final Design/Permitting <ul style="list-style-type: none">- Application- Permits Issued	2022 2023
Construction (Pending on Toll Legislation Approval, Right-of-Way and Funding)	2023 - 2024
Open to Traffic	2025

Vehicle Miles Traveled (VMT) Analysis Requirements and Approach

- Caltrans has determined a VMT analysis is required per SB 743
 - project increases capacity
- Tools for Estimating Induced Travel in TAF
 - NCST Induced Travel Calculator
 - Travel Demand Models

Table 1. Selection Matrix for Preferred Induced Travel Assessment Method for Projects on the SHS¹

Project Location \ Project Type	GP or HOV Lane Addition to Interstate Freeway	GP or HOV Lane Addition to Class 2 & 3 State Routes	Other VMT Inducing Projects and Alternatives
County in MSA with Class I Facility	Apply the NCST Calculator by MSA and/or TDM ² benchmarked with NCST Calculator.	Apply the NCST Calculator by county and/or TDM ² benchmarked with NCST Calculator.	Apply TDM ² or other quantitative methods
Other MSA County	Apply TDM ² or other quantitative methods		
Rural County	Apply TDM ² or other quantitative methods		

¹If preferred methods are not available, qualitative assessment is acceptable as shown in Figure 5.

²TDMs must be checked for applicability as described in Sections 4.4 and 4.5.

Draft VMT Analysis Results

Scenarios	Daily VMT	Annual VMT
2040 No Build	175,174,532	63,938,704,180
2040 With Project and No Tolling	175,212,926	63,952,717,956
Difference	38,394	14,013,776
% Difference	0.02%	0.02%
2040 With Project and Westbound-Only Tolling	175,128,330	63,921,840,323
Difference	-46,202	-16,863,857
% Difference	-0.03%	-0.03%
2040 With Project and Two-Way Tolling at 50% Toll Rate	175,148,156	63,929,076,828
Difference	-26,376	-9,627,352
% Difference	-0.02%	-0.02%

Source: MTC Travel Model One, 2021

Questions?

Kevin Chen
Metropolitan Transportation Commission
kchen@bayareametro.gov

DESIGN ALTERNATIVES ASSESSMENT AND SUPPORT FOR

STATE ROUTE 37 (SR 37) ULTIMATE SEA LEVEL RISE RESILIENT CORRIDOR

(US 101 TO SR 121)

JUNE 2021 | POLICY COMMITTEE

SR 37 ULTIMATE SLR RESILIENT DAA, US 101 TO SR 121 ACCOMPLISHMENTS:

1. **3-Environmental Technical Working Group & 2-Stakeholder Working Group Meetings**
2. **Draft Purpose and Need Statement**
3. **Project Objectives, Eval Criteria & Methods**
4. **Adaptive Eng. Design Guidelines** – using Sea Level Rise Projections through 2130
5. **Geotechnical Research to Address Roadway Settlement and Treatment**
6. **Determined Trade-offs between Causeway and Embankment**
7. **Developed a Full Range of Alignments**
8. **Narrowed and Developed Preliminary Design:** Profile, Access and Cost Est.
9. **Conducted Public Outreach Process** – April 16th Senator McGuire & Senator Dodd Townhall and May 26th PEL focus meeting

10. **NEXT STEPS:**

COMPARATIVE EVALUATION OF THE ALTERNATIVES

INTEGRATION OF DAA AND PEL PURPOSE STATEMENT

The Purpose of the PEL Project Includes:

- Preserving a critical regional transportation corridor that is resilient to extreme events while integrating ecological resiliency which facilitates adaptation to sea level rise.
- Providing reliable travel time and increasing person through-put,
- Providing safe mobility for bicyclists and pedestrians
- Maintaining and enhancing public access, including to recreational areas
- Providing an equitable transportation solution that improves access for, and provides meaningful benefits to, underserved communities.

DAA 101-121 DAA Purpose is to:

- Preserve a critical regional link (for life safety access, goods, services, and travel needs) that is resilient through extreme events (earthquakes, fire, floods).
- Improve high-occupancy (HOV, transit) travel time reliability;
- Accommodate modal options (transit – both bus and rail, ped, bicycle)
- Improve and maintain existing access including recreational areas;
- Integrate with sensitive habitats to ensure healthy and resilient ecosystem function that facilitate adaptation to sea level rise.

DRAFT OBJECTIVES AND CRITERIA: 5 CATEGORIES



Natural Resources



Transportation



Social Equity



Built Environment



Fiscal

RANGE OF ALIGNMENTS

#1	Routes that remain out of the floodplain
#2A/ #2B	Routes through more narrow (shorter distances) areas of floodplain
#3	Routes that follow offshore of the marshland linking to US 101 south of Novato
#4	Routes along existing transportation corridors - SR 37 and/or rail corridor
#5	Route across the San Pablo Bay between US 101 to Mare Island

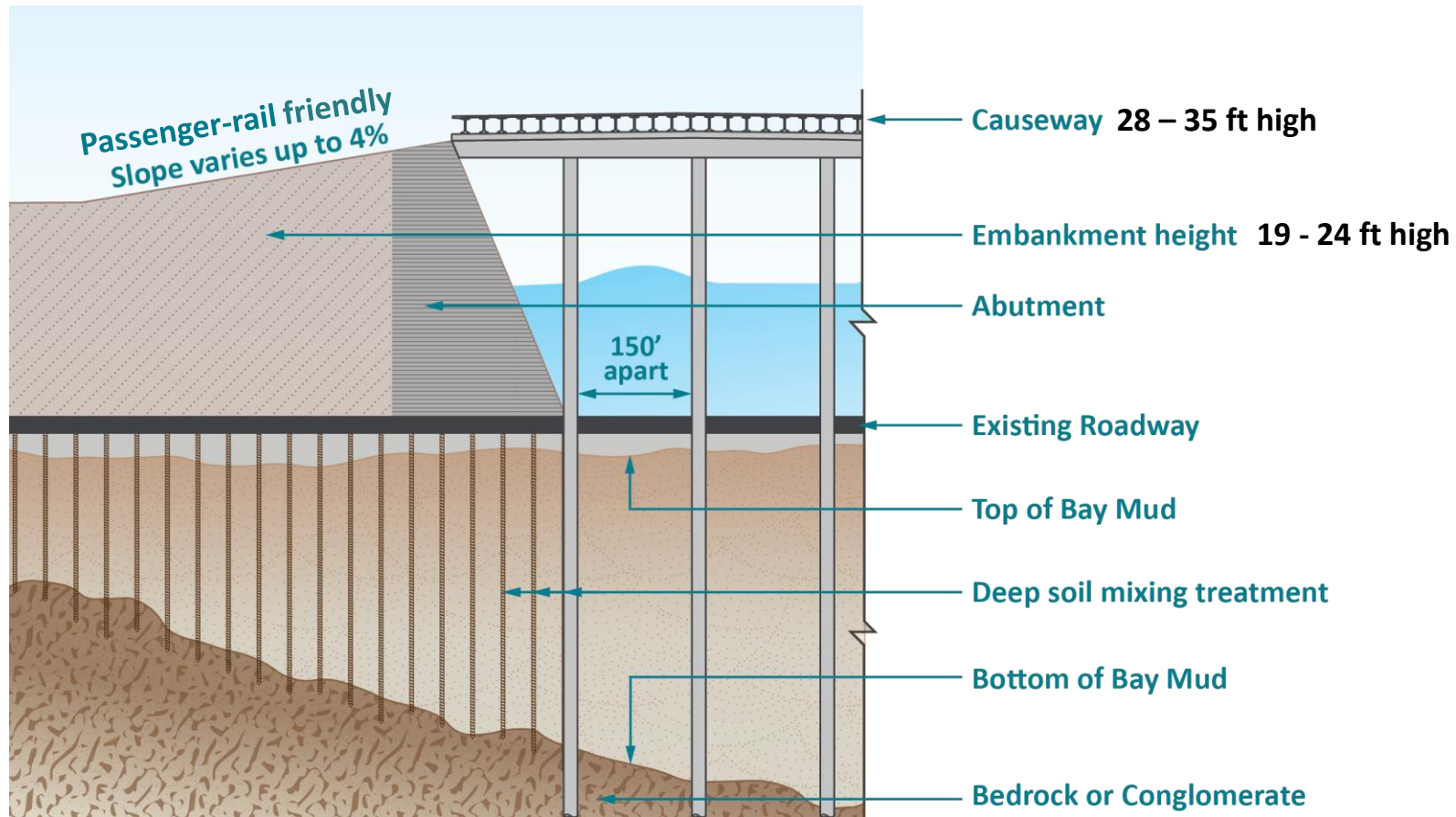


RANGE OF ALIGNMENTS

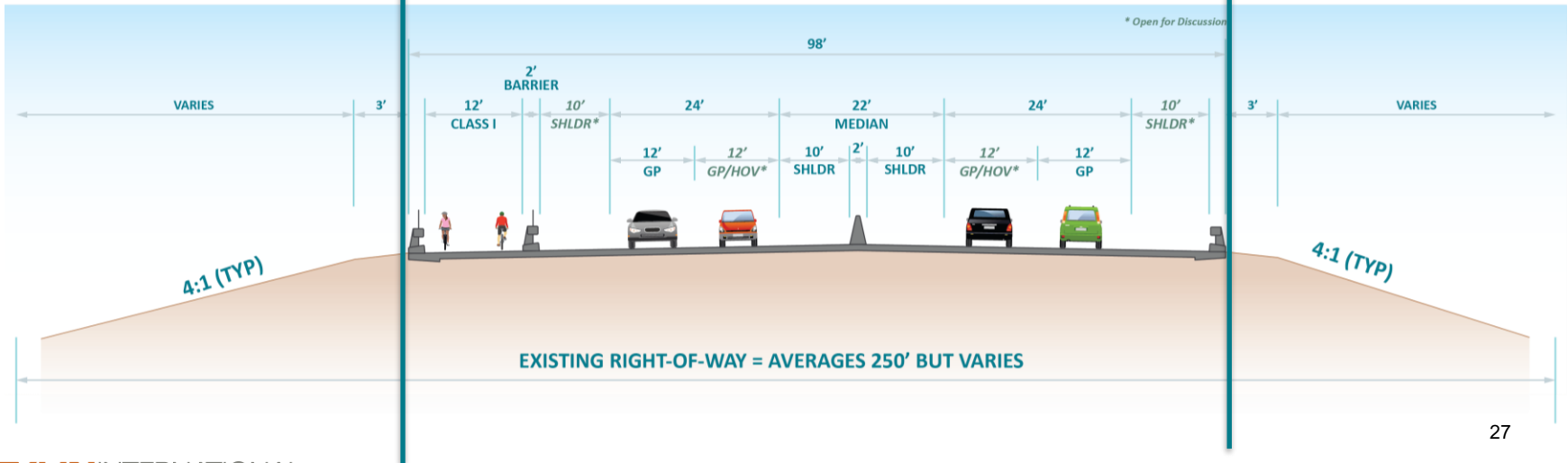
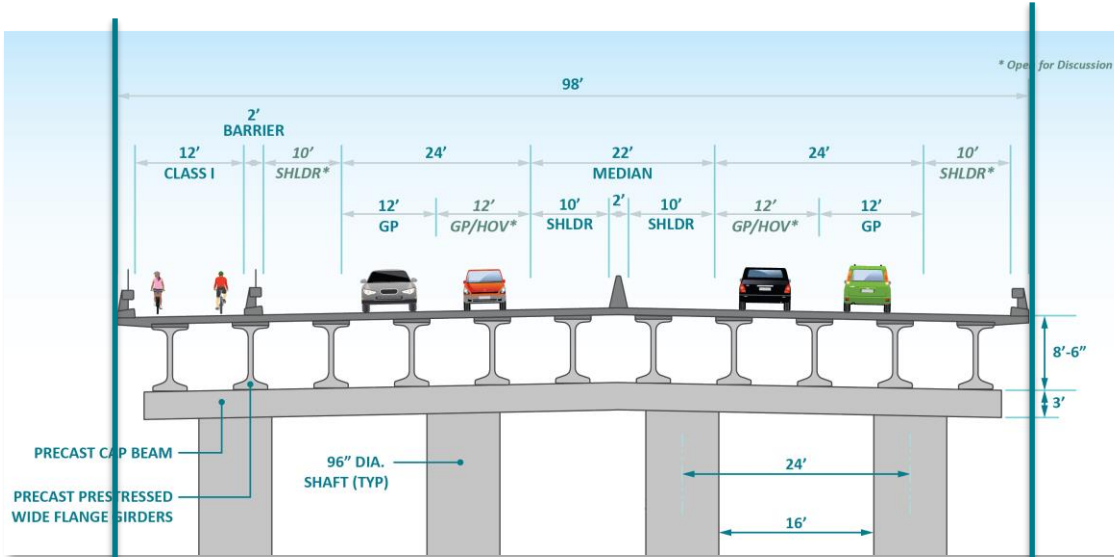
1. On – SR37 alternative
2. Over-Bay Alternative
3. Bahia/ Atherton Alternative
4. Burdell Island Alternative



PROFILE CONSIDERATIONS: LONGITUDINAL VIEW OF TRANSITION AREAS



FOOTPRINT: CAUSEWAY AND EMBANKMENT DIFFERENCES



FOOTPRINT DIFFERENCES BETWEEN CAUSEWAY VS EMBANKMENT on SR 37

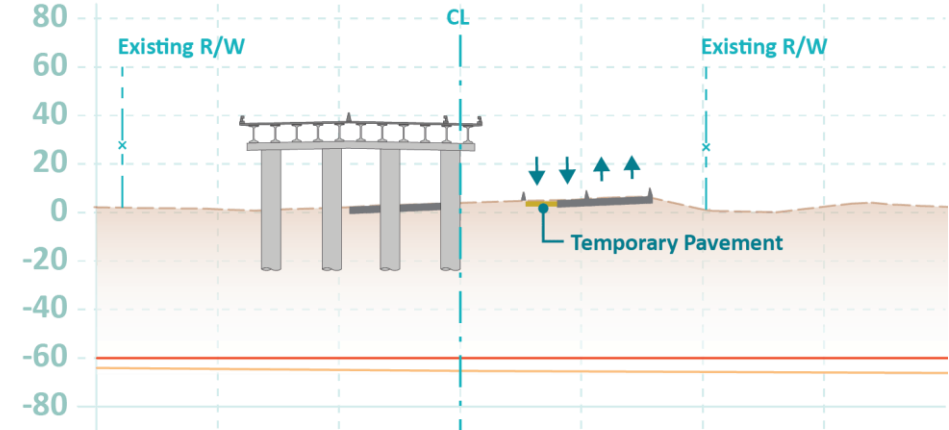
Causeway –

- Permanent footprint: 100' wide
- Construction footprint: 200 to 250'

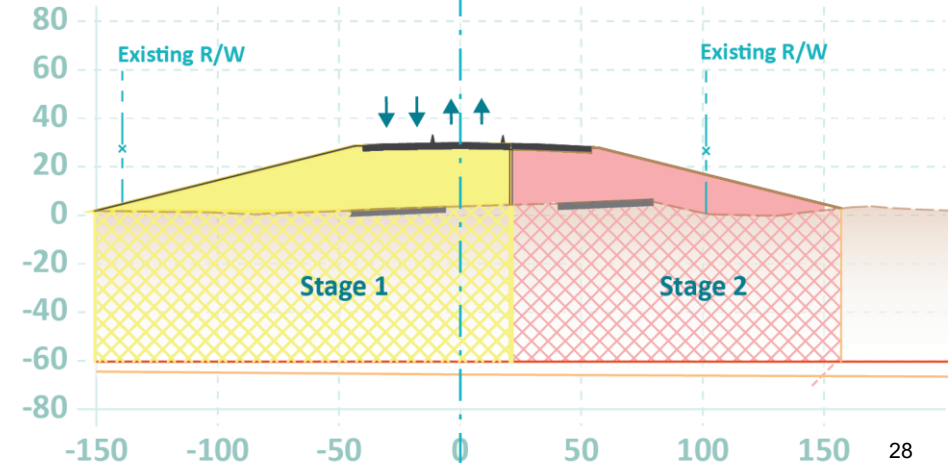
Embankment –

- Permanent footprint: 250 to 300' wide plus frontage road
- Construction footprint: 250 to 300' wide

ONE STAGE CONSTRUCTION



TWO STAGE CONSTRUCTION



THANK
YOU

TY·LININTERNATIONAL

STATE ROUTE 37 POLICY COMMITTEE
9:30 a.m., Thursday, June 3, 2021

ITEM 4.6.1 - Pending Federal Funds

Resilient State Route 37 corridor enhancement program to address congestion, restore baylands and habitat, and provide access to equitable travel options in Marin, Sonoma, Napa and Solano Counties.

Letter(s) of support from:

Audubon California
California State Coastal Conservancy
California Transportation Commission
California Department of Transportation - Caltrans
Ducks Unlimited
Federated Indians of the Graton Rancheria
Honorable Bill Dodd
Honorable Cecelia Aguiar Curry
Honorable Mike McGuire
Marin Audubon Society
Marin County Board of Supervisors
Metropolitan Transportation Commission (Consistency)
Napa Valley Transportation Authority
North Bay Leadership Council
Petaluma Chamber of Commerce
Point Blue Conservation Science
San Francisco Estuary Institute
San Francisco Bay Area Water Trail
San Francisco Bay Trail
San Francisco Bay Joint Venture
Santa Rosa Chamber
Solano Transportation Authority
Sonoma County Alliance
Sonoma County Board of Supervisors
Sonoma County Regional Parks
Sonoma County Transportation Authority
Sonoma Land Trust
Transportation Authority of Marin

Congressman Thompson Community Project Funding:

Project Name: **State Route 37 and Fairgrounds Drive Interchange Improvements**

Project Sponsor: **Solano Transportation Authority**

\$4,000,000 – This project will widen Fairgrounds Drive to include additional northbound through and right turn lanes, reconstruct the State Route 37/Fairgrounds Drive Interchange into a design better suited to handle the level of vehicular and pedestrian traffic, and improve pedestrian and bicycle access by providing bike lanes and pedestrian walkways throughout the entire area.

Project Name: **State Route 37 Corridor Enhancement Program**

Project Sponsor: **Sonoma County Transportation Authority**

\$7,000,000 – The project will improve mobility through the addition of a high occupancy vehicle (HOV) lane. This will provide a time savings for multiple occupant vehicles that does not currently exist along this corridor.

Congressman Huffman Community Projects:

Project Name/Location: **Resilient State Route 37 Corridor**

Requested Amount: **\$25,000,000**

Project Sponsor: **Sonoma County Transportation Authority**



Sierra Club Redwood Chapter
P.O. Box 466, Santa Rosa, CA 95402
(707) 544-7651 — vbrandon@lakelive.info

Sierra Club San Francisco Bay Chapter
2530 San Pablo Ave., Ste. 1, Berkeley, CA 94702
(510) 295-8798 — olga.bolotina.ab@gmail.com

April 14, 2021

David Rabbitt, Chair, and Members
State Route 37 Policy Committee
525 Administration Drive
Santa Rosa, CA 94702

Via E-mail

RE: Reducing Greenhouse Gas Emissions in the SR-37 Corridor

Dear Chair Rabbitt and Policy Committee Members:

In the years since the SR-37 Policy Committee was established, the need for significant reductions in vehicle miles traveled (VMT), as required by SB 375, has become more apparent. Numerous studies now confirm that SB 375, enacted in 2008 is correct: merely shifting from gasoline to battery powered vehicles will not enable the Transportation Sector to meet California's greenhouse gas emissions reduction goals. It appears that VMT is likely to increase rather than decrease, unless there are significant changes in policy and planning.

In view of current trends, it is imperative that the PEL on SR-37 thoroughly process, consider and prioritize project elements that would result in VMT reductions, such as:

- Micro-transit, which has low investment and short implementation timelines. These require collaboration by counties on a shared digital interface platform, as well as decisions on a private or public micro-transit operator(s). Availability of funding could be a major implementation barrier.
- Active Transportation components that are already being considered as part of planning for highway 37, related habitat restoration improvements, and specific access points. Collaboration on scope, investments and timing is required. As with micro-transit, availability of funding could become a major implementation barrier.
- Carpooling, that can be incentivized, even on roads that lack diamond lanes, by well-placed park-and-ride lots and ways for shared vehicles to get to the head of the line at the west-bound on-ramps. Time would be required to identify appropriate park-and-ride locations, install signage, etc.
- Express Bus Service, which could be implemented without construction of new traffic

lanes. This will require significant investment and cooperation across 4 counties, as well as designation of a lead agency responsible for planning, and operations. In the absence of a specified responsible entity and a designated source of funding, there is a risk that this mode could languish. It is important to promptly identify a responsible operational entity and implement initial service that can be expanded over time. The initial service should start operating while Caltrans and the individual counties are considering hard facilities such as diamond lanes and bus stations.

- Rail passenger and expanded freight service, that already has a clear lead agency (SMART) for planning, design and operation. Freight service can be expanded with relative ease, and could reduce rush hour congestion by removing many trucks from the highway. The implementation timeline for passenger service is said to be about six years, once funding becomes available. The tracks have a separate right of way from many of the Resilient SR37 components.

- Ferry service, while currently not under active consideration, it could play a role in the future, to provide a direct travel route between Vallejo and San Rafael.

For the overall Resilient SR37 program and component projects to achieve required GHG reductions it is critical that Alternative Transportation Modes are prioritized for early and full implementation.

Full consideration of the implementation requirements, priorities and associated commitments for these modes during the PEL process provides Caltrans and the other partners with a complete action plan for implementation by the various responsible entities.

Thank you for your consideration of our concerns and proposed project elements. The Sierra Club would like to arrange meetings to discuss these issues in depth with you, members of the Policy Committee, and with staff. In the meantime, if you have questions or suggestions, please contact Steve Birdlebough 707-576-6632 scbaffirm@gmail.com Joe Green Heffern 510-912-7679 jm.greenheffern@gmail.com or Nancy Okada 415-987-8800.

Respectfully,

/s/

Victoria Brandon
Sierra Club, Redwood Chapter Chair

/s/

Olga Bolotina
Sierra Club San Francisco Bay Chapter Chair

cc: MTC
Caltrans