

RESILIENTSR37

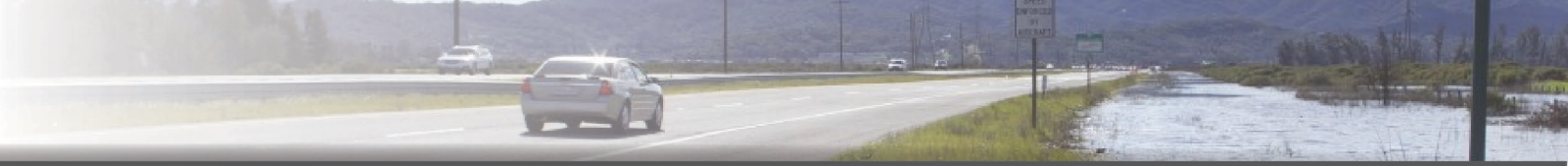
M A R I N • S O N O M A

N A P A • S O L A N O



"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."





State Route 37 Corridor Ultimate Project (US 101 to Interstate 80) Planning and Environmental Linkages Study Public Meeting

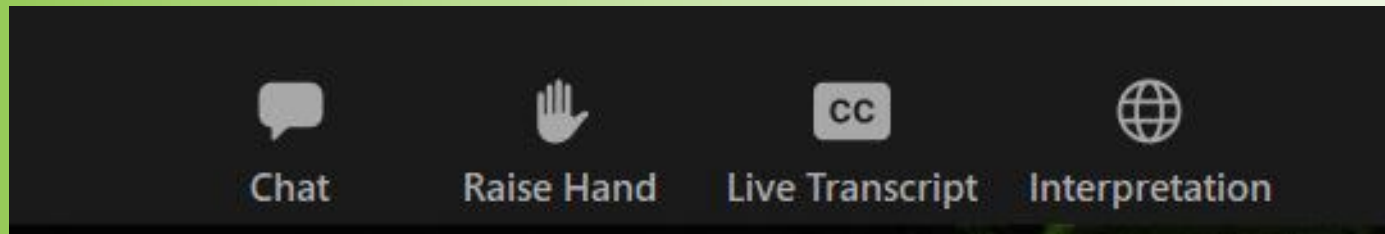
September 14, 2022

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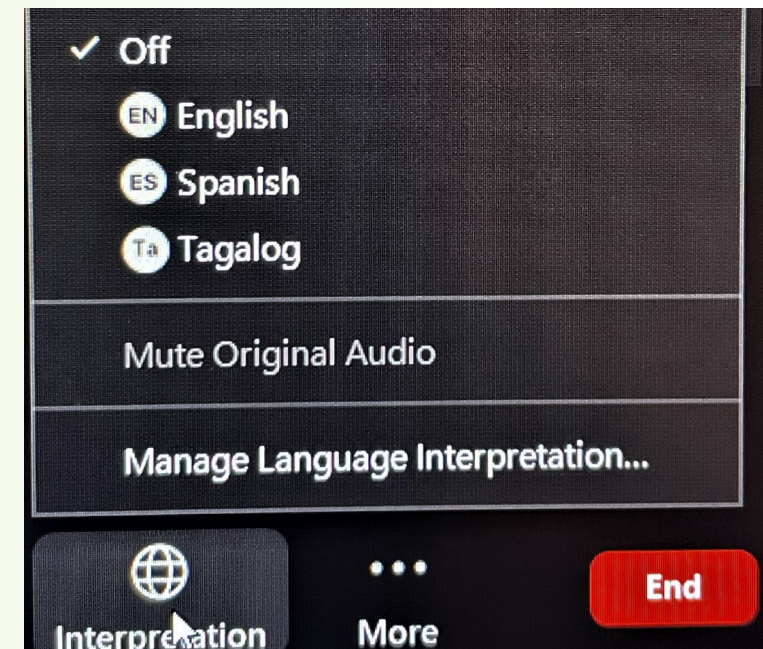
WELCOME

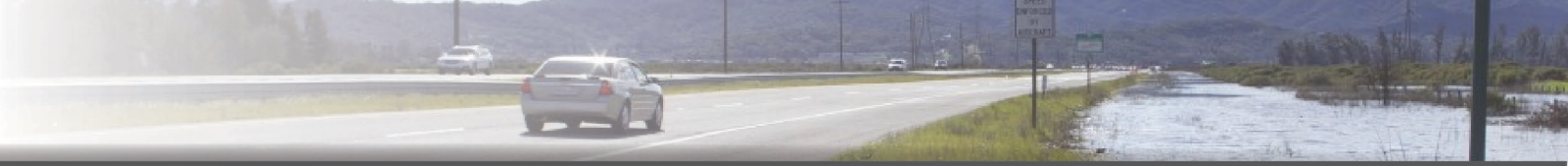
- **Interpretation** This meeting is being translated from English to Spanish and Tagalog.



Click the Interpretation button at the bottom of your screen.

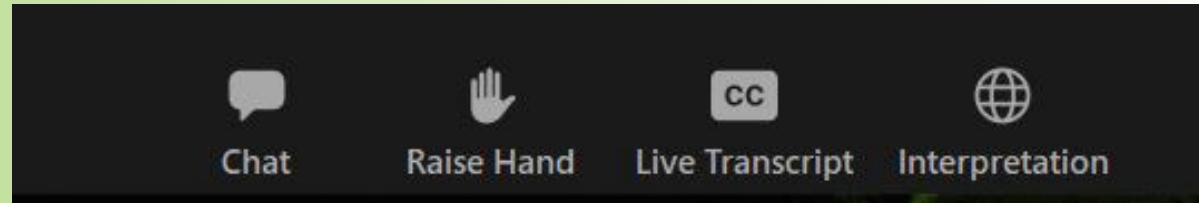
Select the language you would like to hear. Click “Mute Original Audio” to hear interpreted language only.



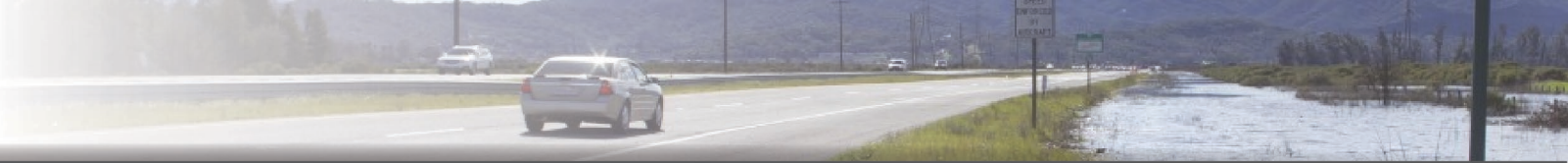


WELCOME

- **Link to Presentation:** The meeting presentation will be posted on the project webpage. The link to the webpage is included in the Chat box.
- **Transcription:** The meeting is being transcribed.

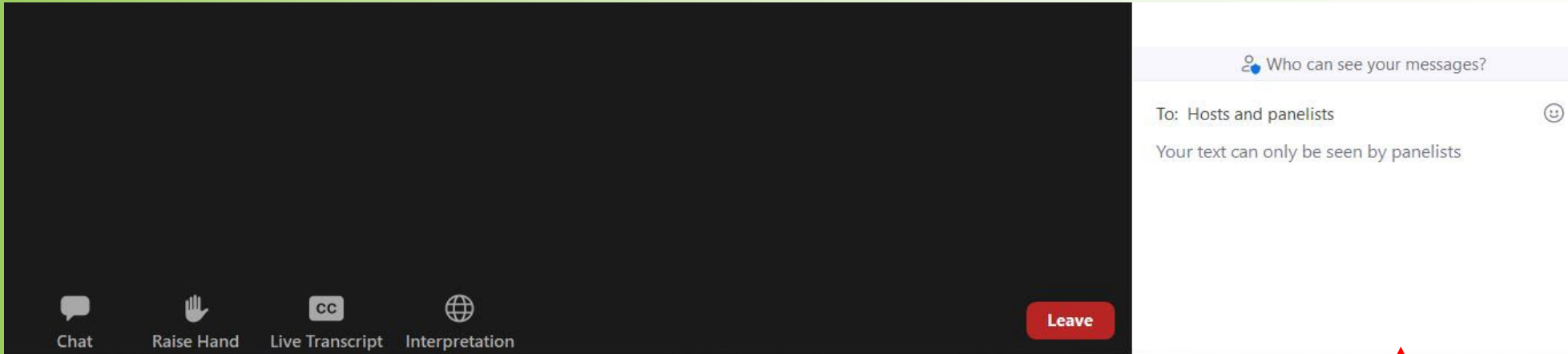


To turn on closed captions, click on the cc/Live Transcript icon on the bottom of your screen and choose the “enable” option.



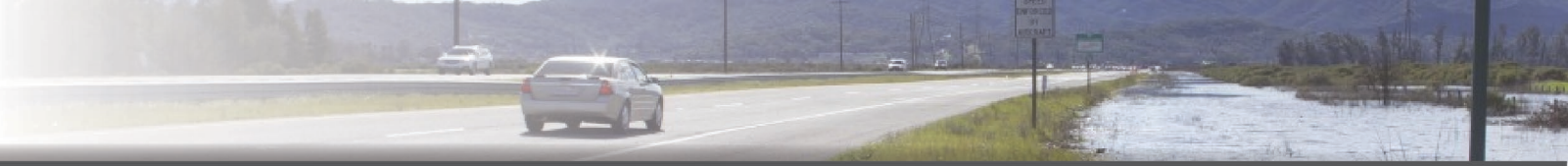
WELCOME

- **Questions and Comments:** We will respond to questions and comments at the end of the presentation.



To ask a question or make a comment, click on the “Chat” icon on the bottom of your screen.

Type your question into the box.



Presenters and Panelists:

Chris Caputo, *Caltrans*

Ricky Gao, *Caltrans*

Tammy Massengale, *Caltrans*

Jeff Berna, *Jacobs*

Matt Chamblee, *Jacobs*

John Cook, *ICF*

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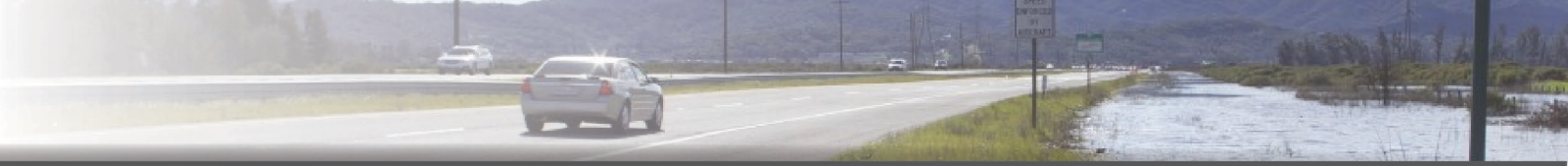
MEETING TOPICS

PEL Study Update

- Work that has been completed for the Study
 - Review of alignments, screening, and alternatives evaluation
 - Preferred Alternative for the PEL Study

Public Input

- Your ideas about the Preferred Alternative

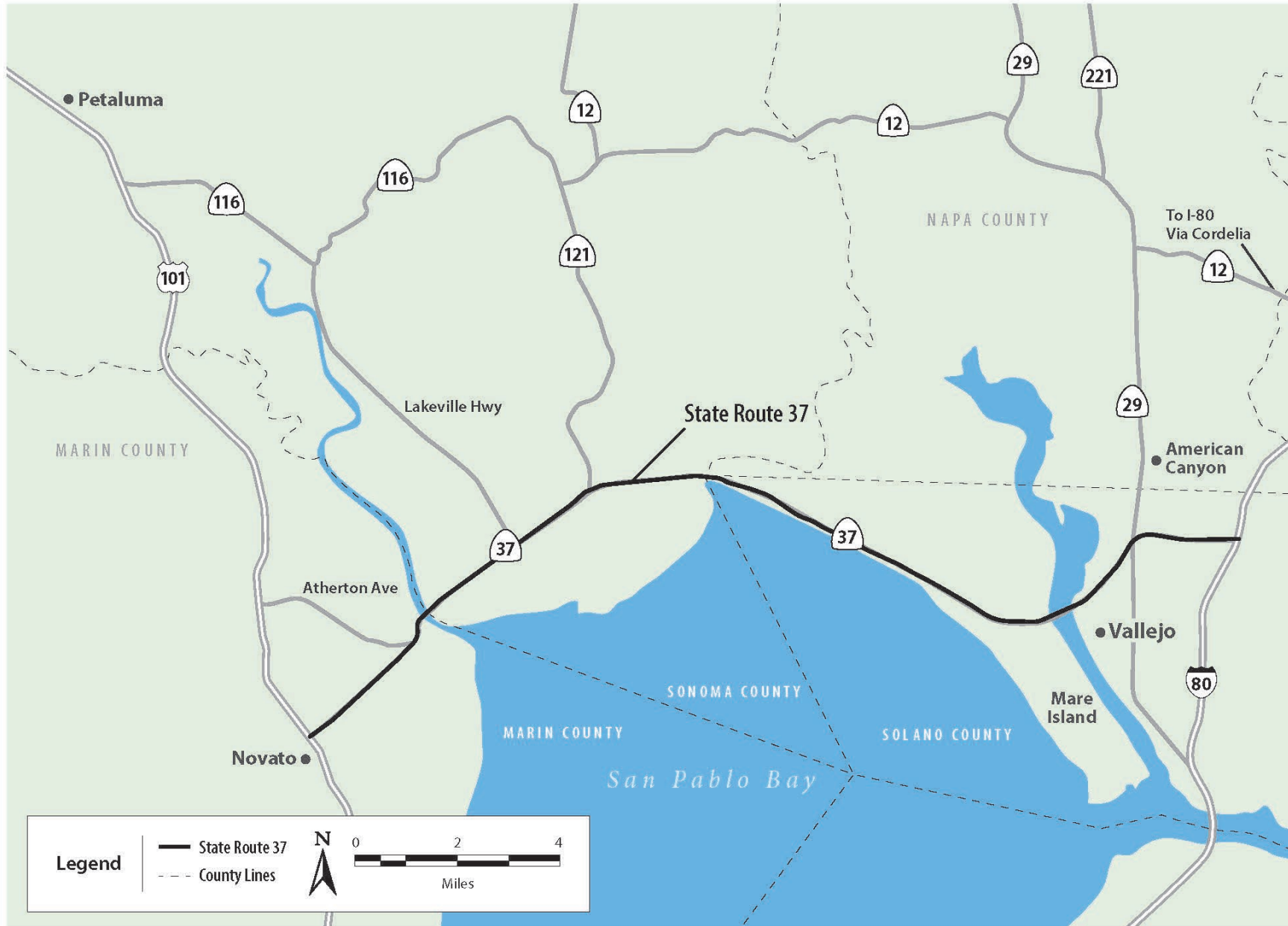


About the PEL Study

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STATE ROUTE 37

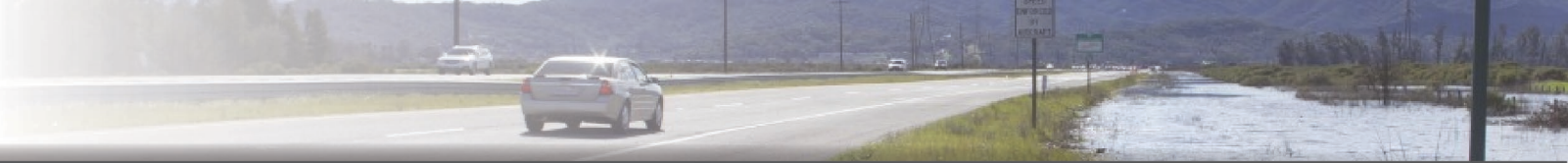


BENEFITS OF A PEL STUDY

- Examines a broad area or corridor
- Sets the stage for focused, future projects
- Establishes long-term transportation vision
- Considers conceptual design, traffic analyses, and evaluation of environmental impacts
- Solicits input from the public, elected officials, agencies, tribes
- Establishes buy-in on vision, purpose and need, alternatives, and environmental issues
- Enables more effective decision-making

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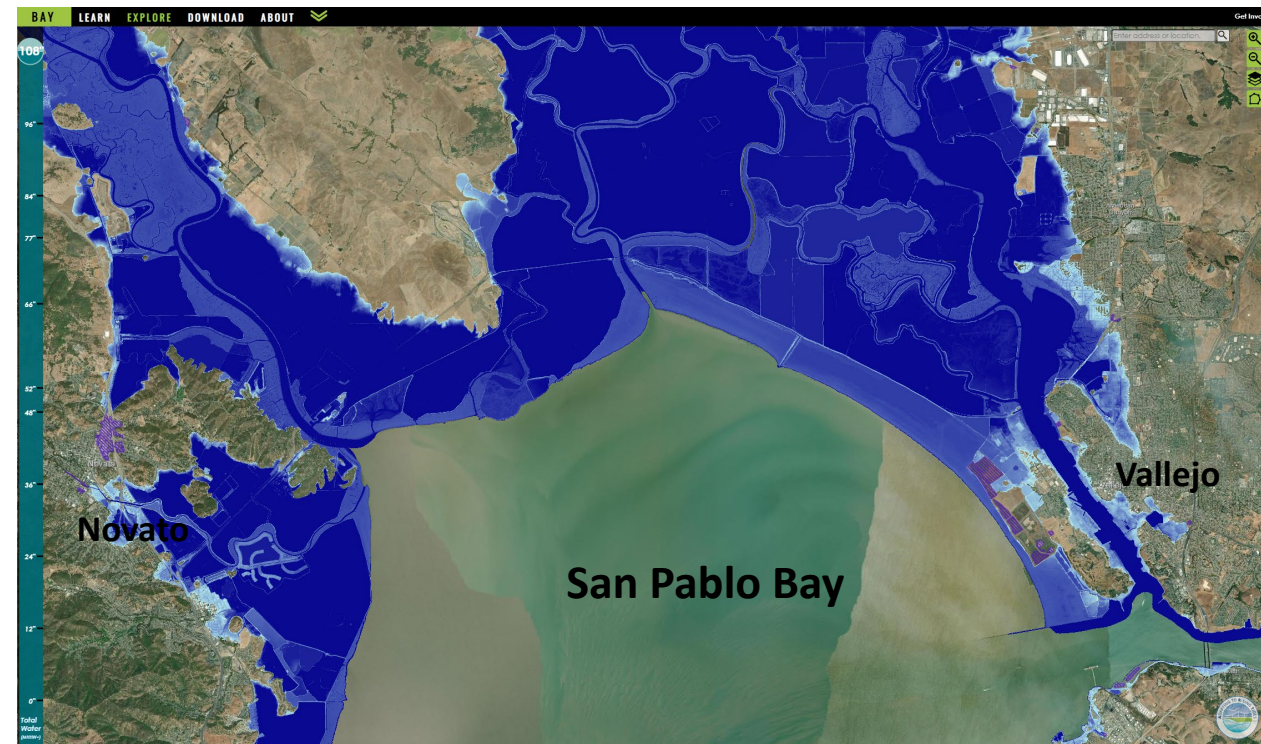
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ADDRESSING SEA LEVEL RISE



Existing Conditions



Projected 9-Foot Inundation 2123

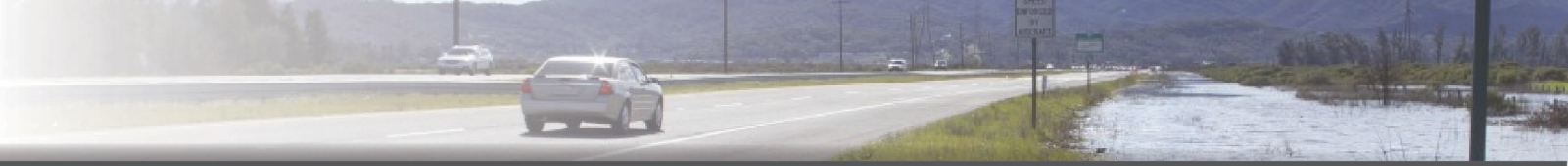
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ADDRESSING SEA LEVEL RISE

Sea Level Rise Visualization



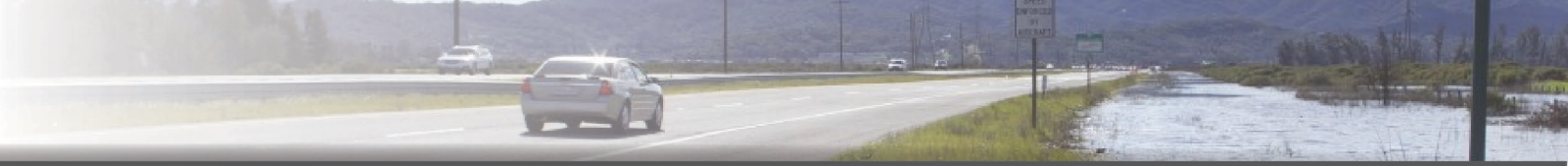
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PARTNERS HELPING GUIDE THE PEL PROCESS

- | | | | |
|--|--|---|---|
| <ul style="list-style-type: none"> • Bay Area Regional Advance Mitigation Program • Bay Area Regional Collaborative • Bay Area Ridge Trail • Bay Conservation & Development Commission • Baykeeper • Baylands Group • Bay Trail • Bike Vallejo • CA Department of Fish & Wildlife • CA State Lands Commission • City of American Canyon • City of Novato • City of Petaluma • City of Vallejo • Cross Point Realty • Ducks Unlimited • Environmental Protection Agency • Federated Indians of Graton Rancheria | <ul style="list-style-type: none"> • Friends of San Pablo Bay National Wildlife Refuge • Greater Vallejo Recreation District • Greenbelt Alliance • Madrone Audubon Society • Marin Audubon Society • Marin Conservation League • Marin County • Marin County Bicycle Coalition • Members of the Public • Metropolitan Transportation Commission • Mishewal-Wappo Tribe of Alexander Valley • Napa County • Napa County Bicycle Coalition • Napa-Solano Audubon Society • Napa Valley Transportation Authority • Napa Vine Trail • Natural Heritage Institute | <ul style="list-style-type: none"> • Novato Sanitary District • NOAA Fisheries • Point Blue • Regional Water Quality Control Board • San Francisco State University • San Pablo Bay National Wildlife Refuge • Save the Bay • SF Bay Joint Venture • SF Bay National Estuarine Research Reserve • SF Estuary Institute • Sierra Club • Solano County • Solano County Water Agency • Solano County Land Trust • Solano Resource Conservation District • Solano Transportation Authority • Sonoma Bicycle Coalition • Sonoma County | <ul style="list-style-type: none"> • Sonoma County Land Trust • Sonoma County Transportation Authority • Sonoma County Water Agency • Sonoma Ecology Center • Sonoma Marin Area Rail Transit • Sonoma RCD • SR 37 Baylands Group, Land Management • Transportation Authority of Marin • Transportation Solutions Defense and Education Fund • UC Davis Road Ecology Center • U.S. Army Corps of Engineers • U.S. Coast Guard • U.S. Fish & Wildlife Service • U.S. Geological Survey • Vallejo Sanitation District & Flood Control District • Water Trail • Yocha Dehe Wintun Nation |
|--|--|---|---|

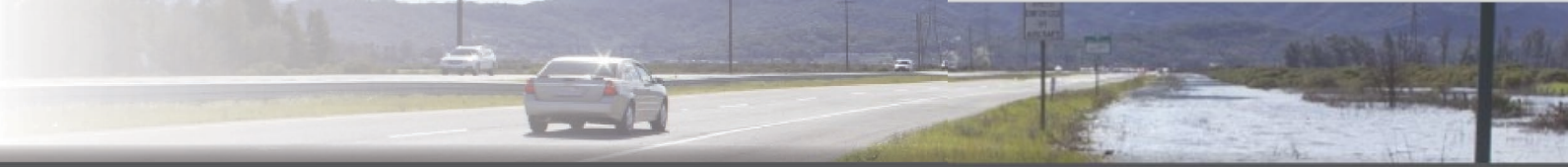
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Alignments and Alternatives Evaluation

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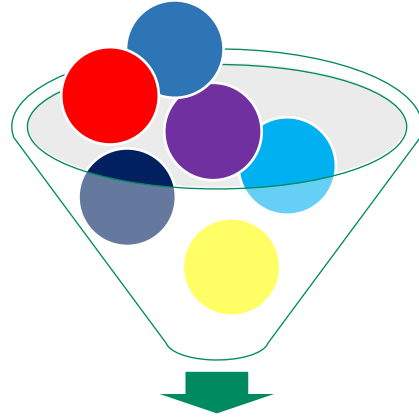
Level 1 Evaluation



How well do alignments meet the **project purpose** and address the **project need**?

- Alignments that perform poorly may not be recommended for further evaluation

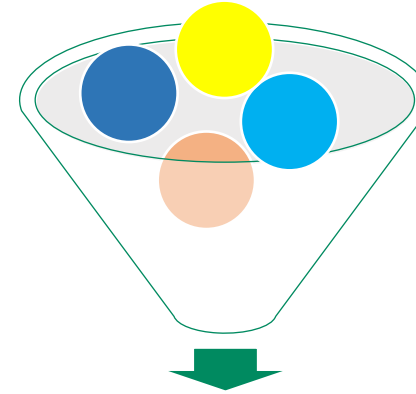
Level 2 Evaluation



For remaining alternatives, how well do they meet other key objectives such as

- Feasibility/Cost
- Environmental and Ecological Factors
- Compatibility with Community Plans

Level 3 Evaluation



For alternatives that perform best under Level 1 and 2 screenings – how do the alternatives compare against each other?

PEL Study Complete



Following PEL Study Publication, Next Steps

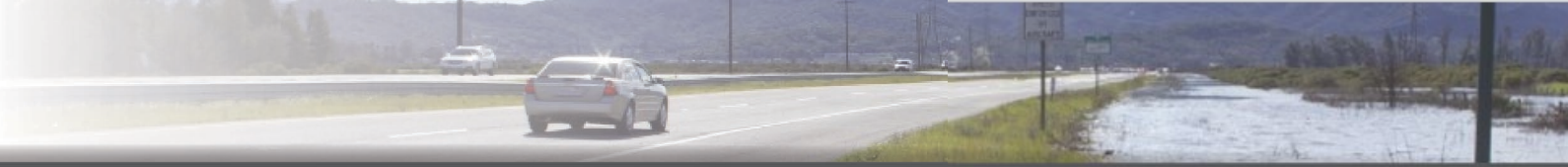
- Technical Reports
- CEQA/NEPA Draft and Final Environmental Document (EIR/EIS)
- Public Meetings/Hearings

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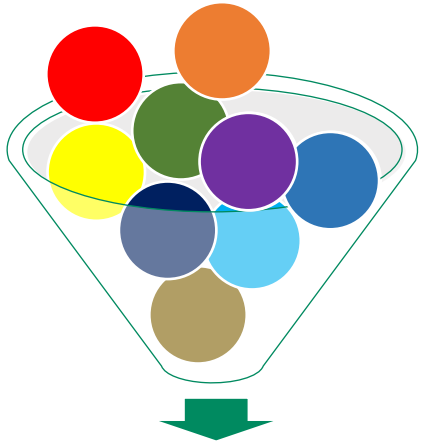
OUTCOME OF THE PEL STUDY

- The PEL Study will inform the future environmental review process that will be conducted for the National Environmental Policy Act and California Environmental Quality Act
- During the environmental review, Caltrans may adopt/incorporate by reference PEL analyses (travel demand, natural/built environment conditions, or potential environmental effects)

Integration of Planning and Environmental Review
23 USC 168(d)(4)



LEVEL 1 EVALUATION: PURPOSE AND NEED



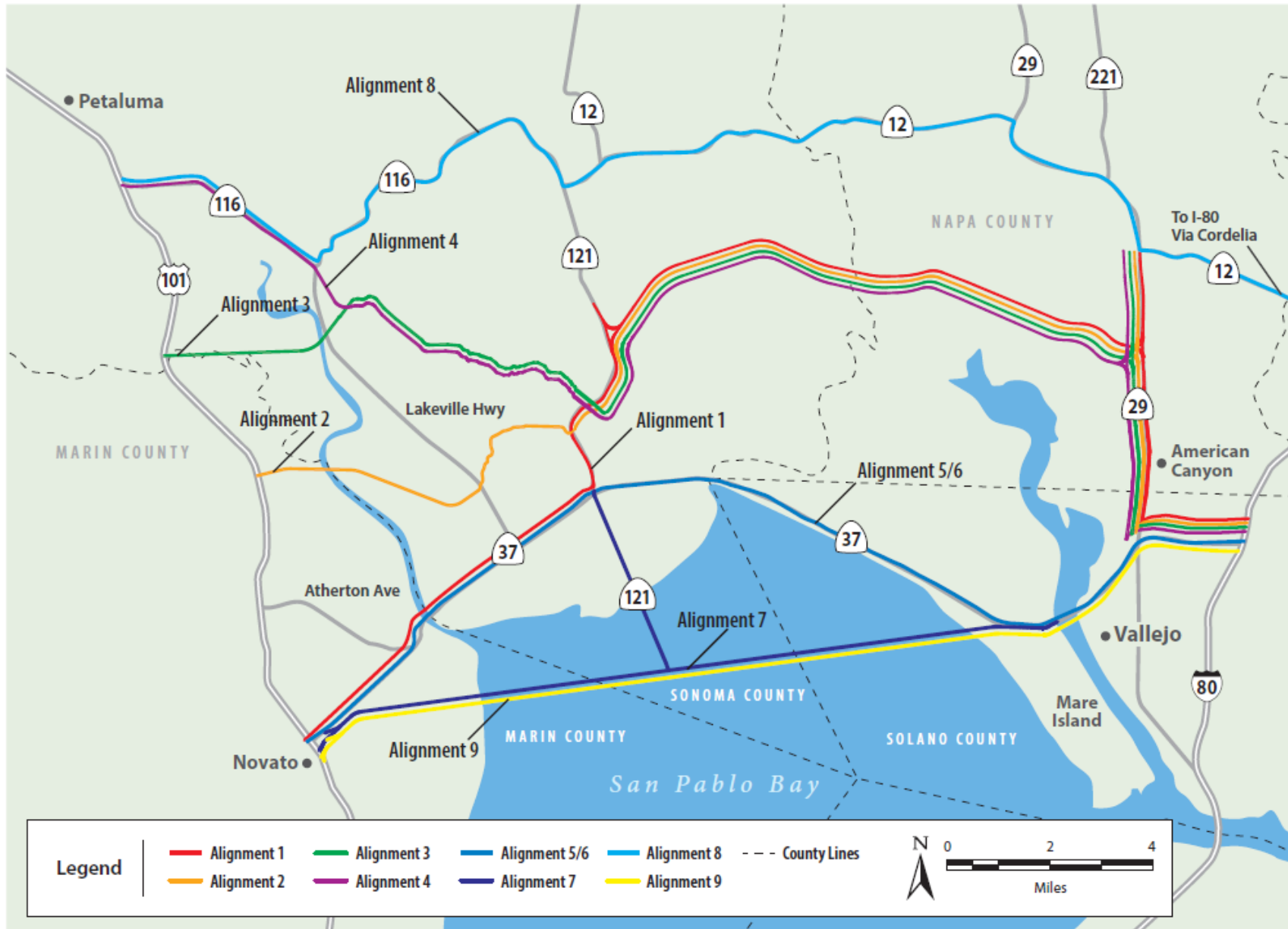
How well do alignments meet the **project purpose** and address the **project need**?

- Alignments that perform poorly may not be recommended for further evaluation

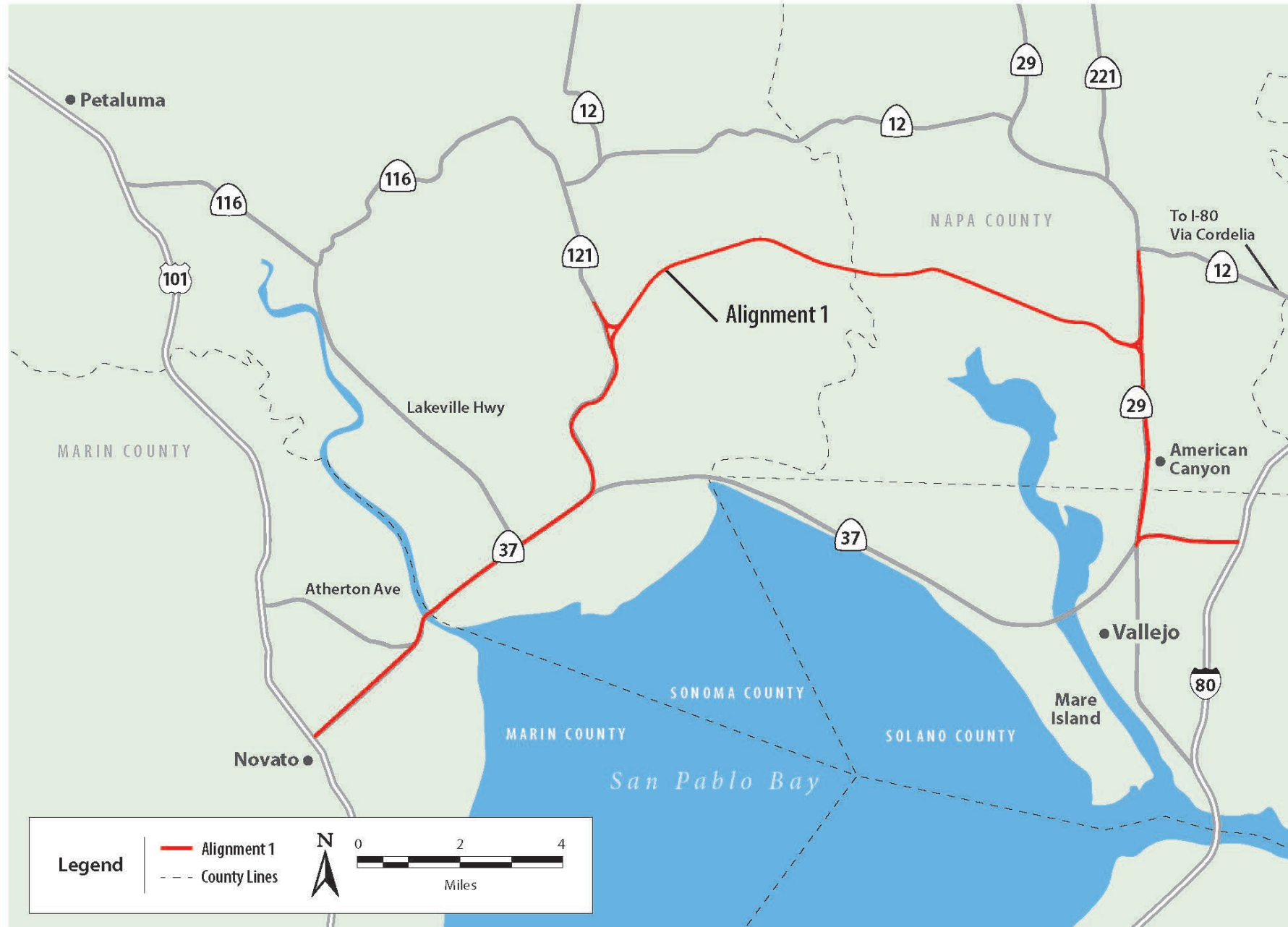
- Preserving a critical regional transportation corridor that is resilient to extreme events while integrating ecological resiliency which facilitates adaptation to sea level rise
- Providing reliable travel time and increasing average vehicle occupancy
- Providing safe mobility for bicyclists and pedestrians
- Maintaining and enhancing public access, including to recreational areas
- Providing equitable transit and multimodal transportation solutions that improve access for, and provides meaningful benefits to all users of SR 37, with special consideration of underserved communities

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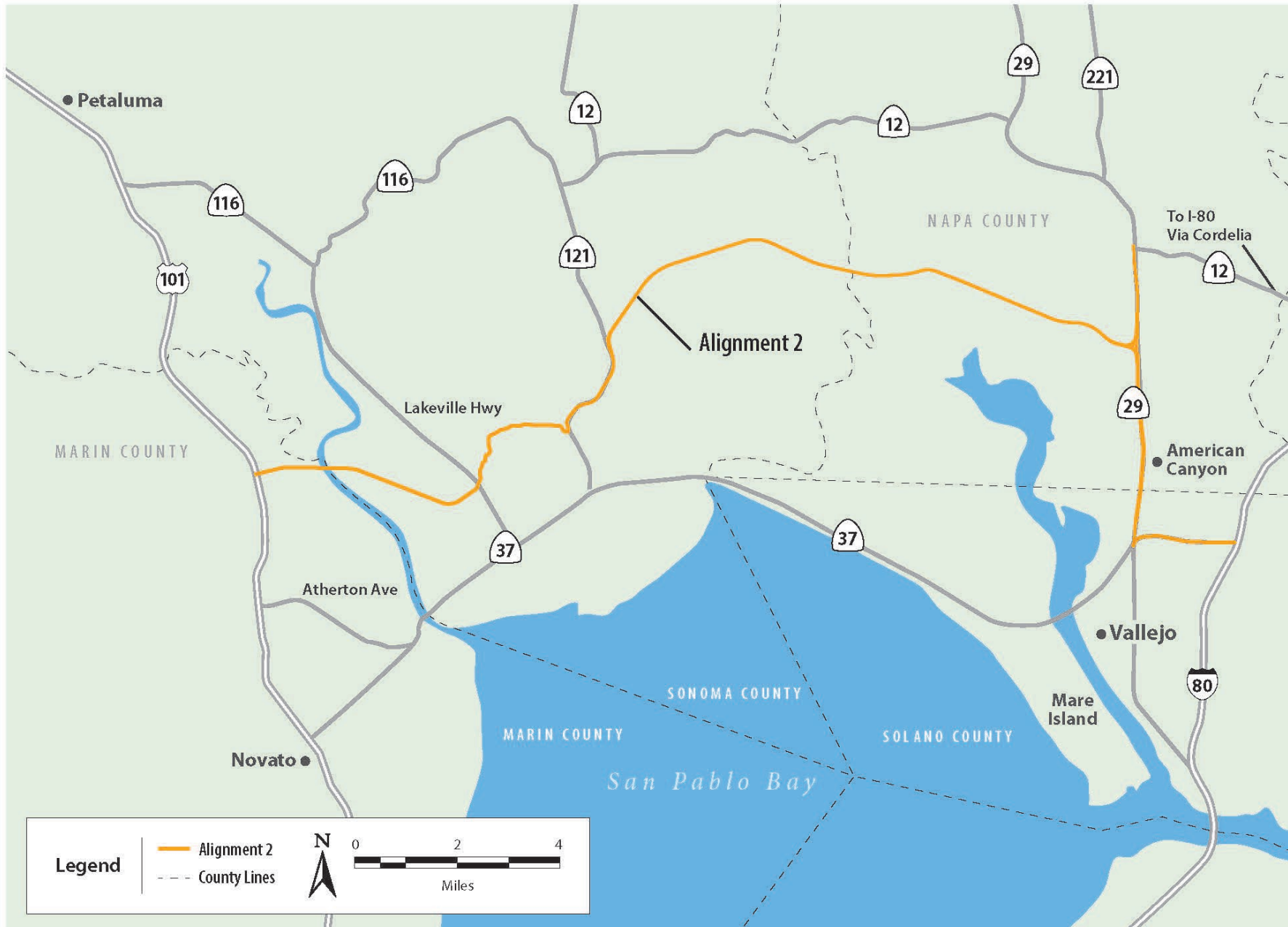
STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENTS 1 THROUGH 9



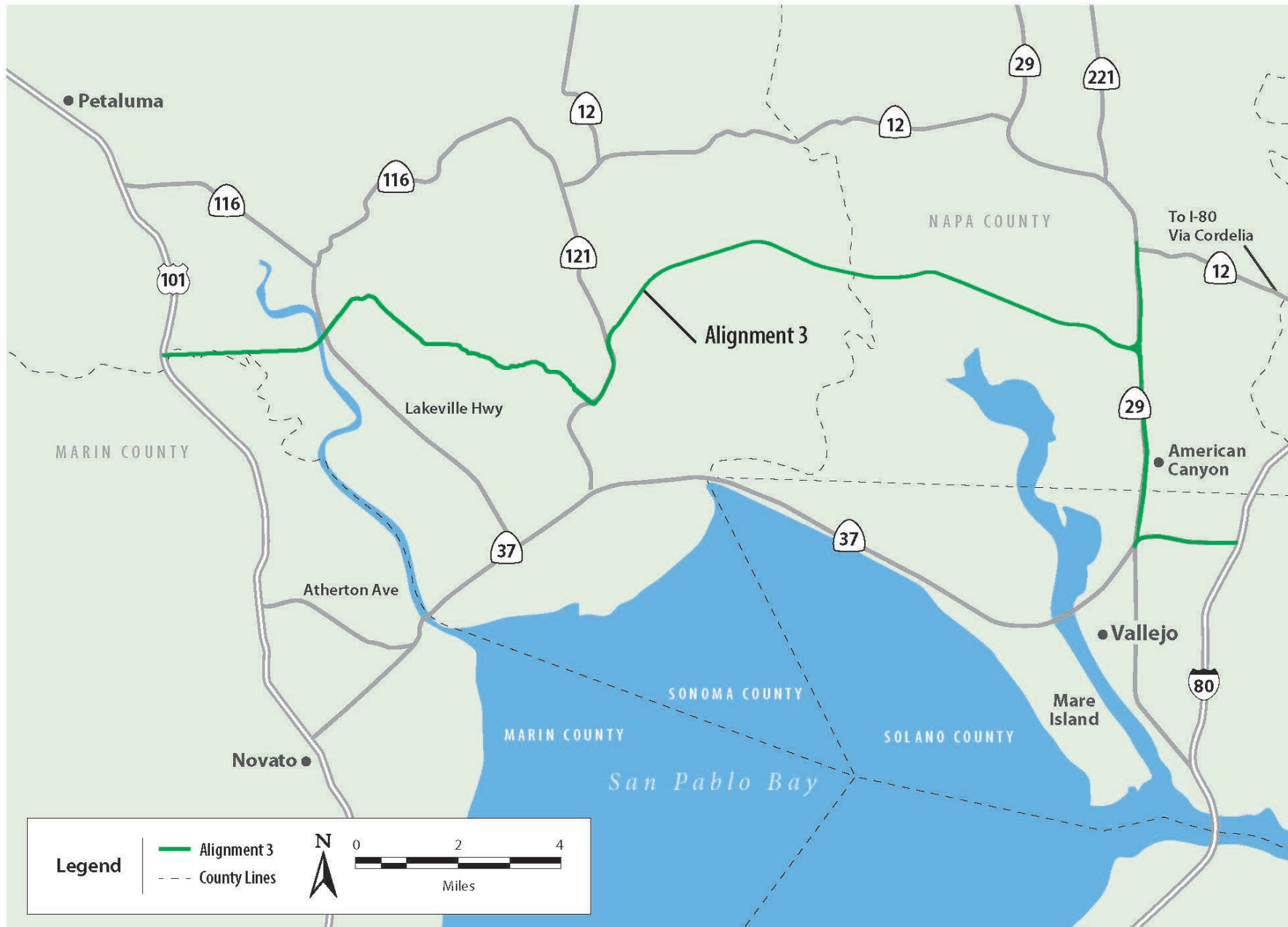
STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 1



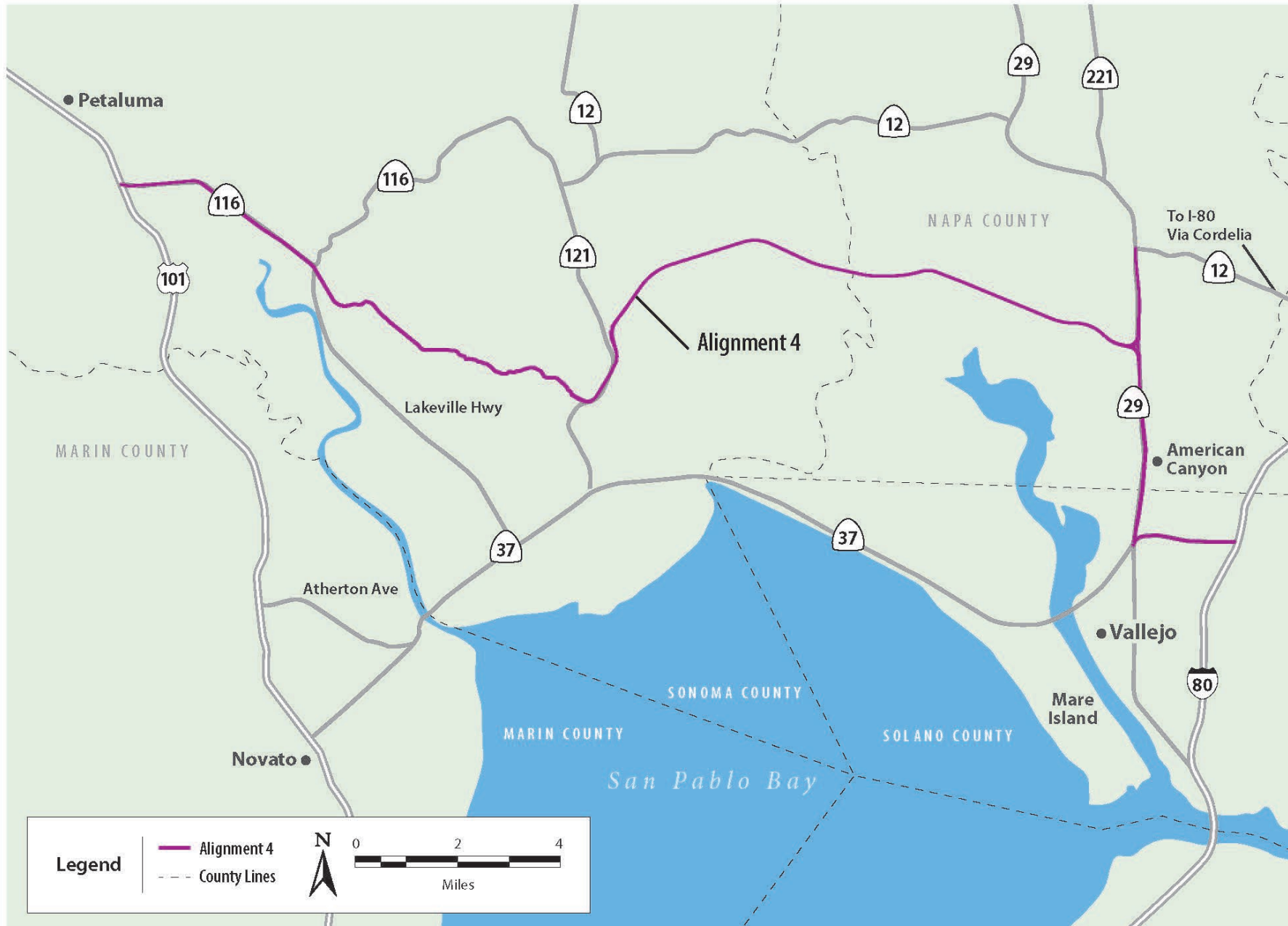
STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 2



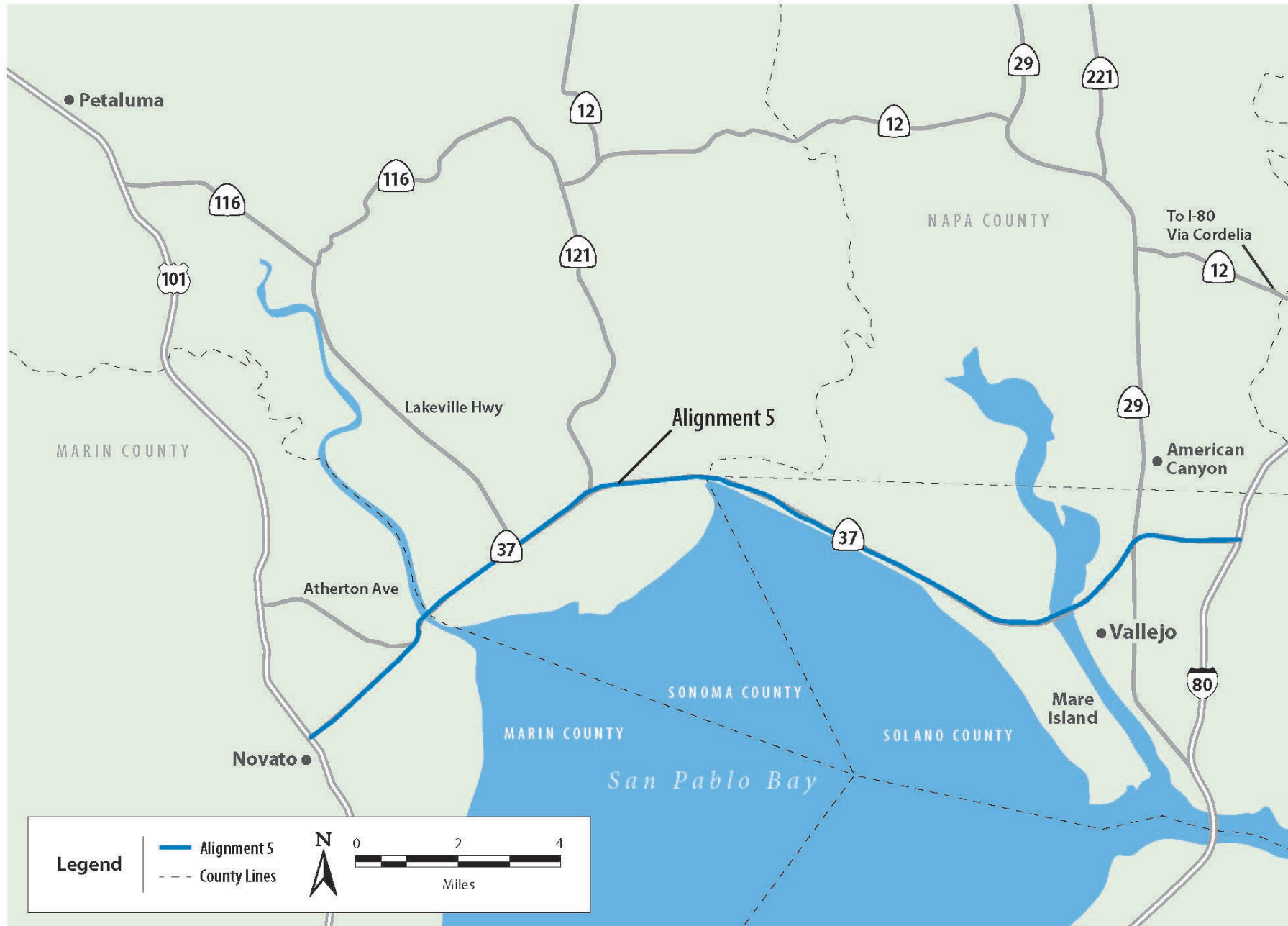
STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 3



STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 4



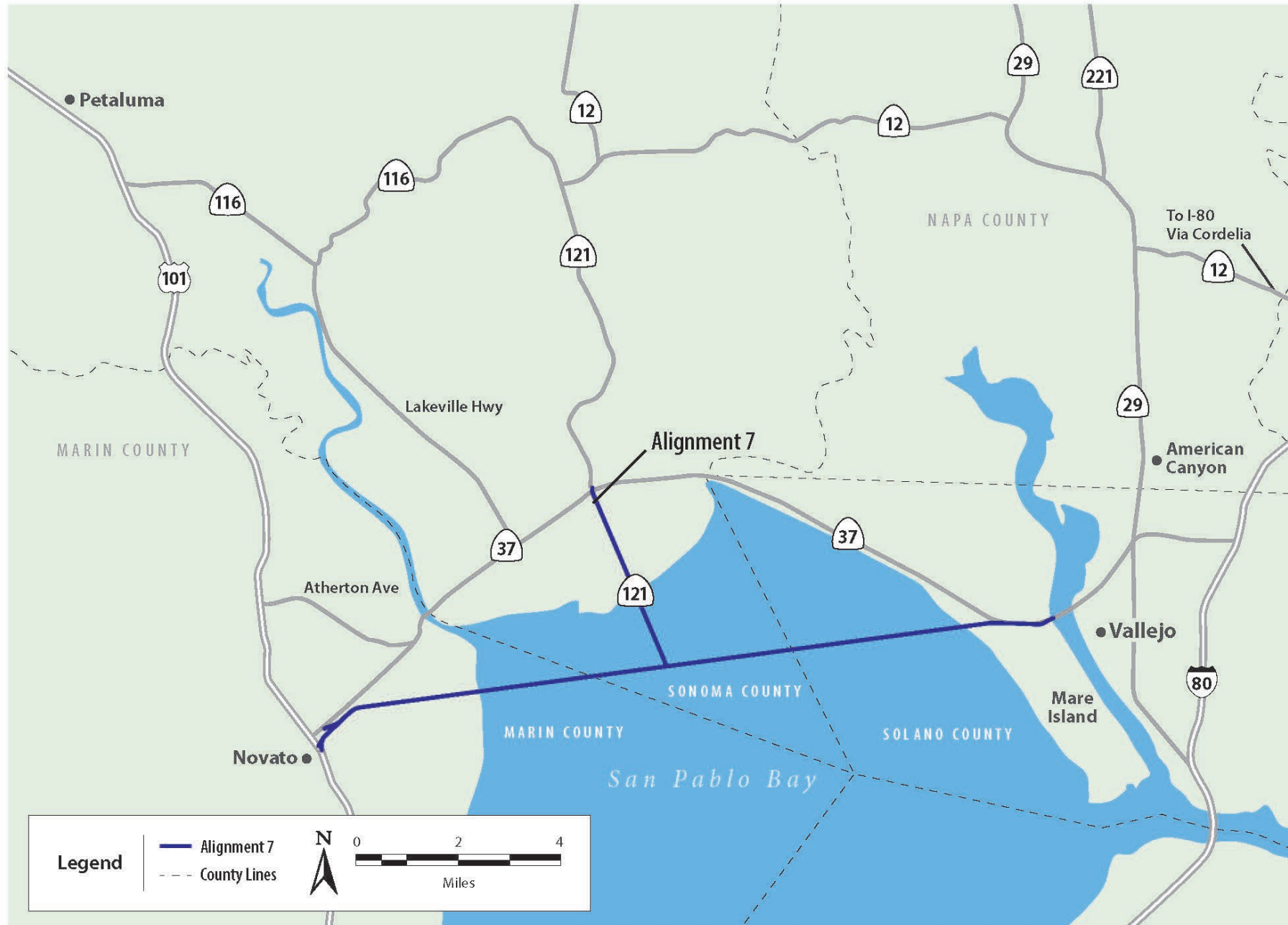
STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 5



STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 6



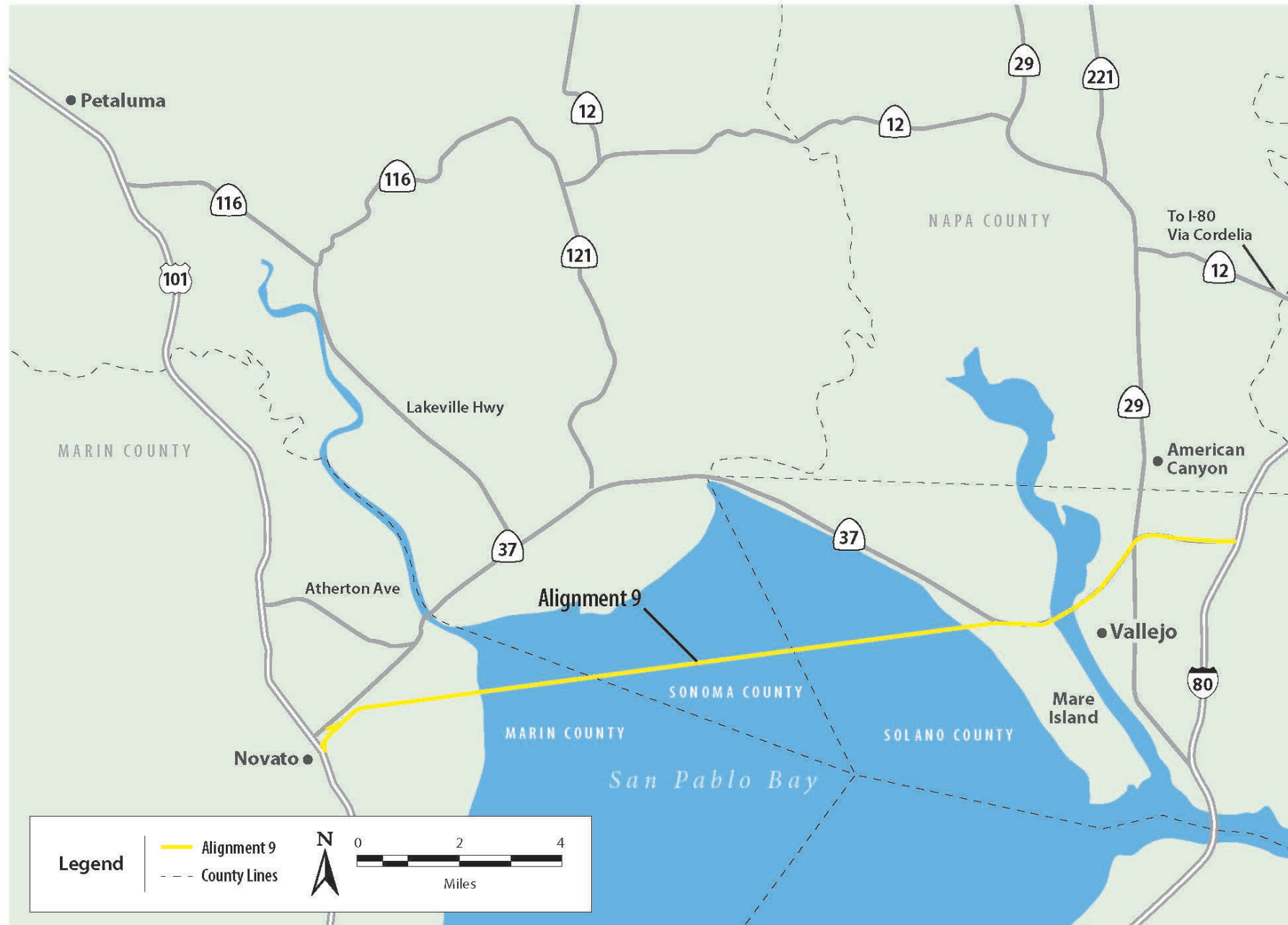
STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 7



STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENT 8



LEVEL 1 EVALUATION SCREENING CRITERIA: ADD ALIGNMENT 9



ADDITIONAL CONCEPTS

Floating Bridge



Ferries



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SUMMARY OF LEVEL 1 SCREENING RESULTS

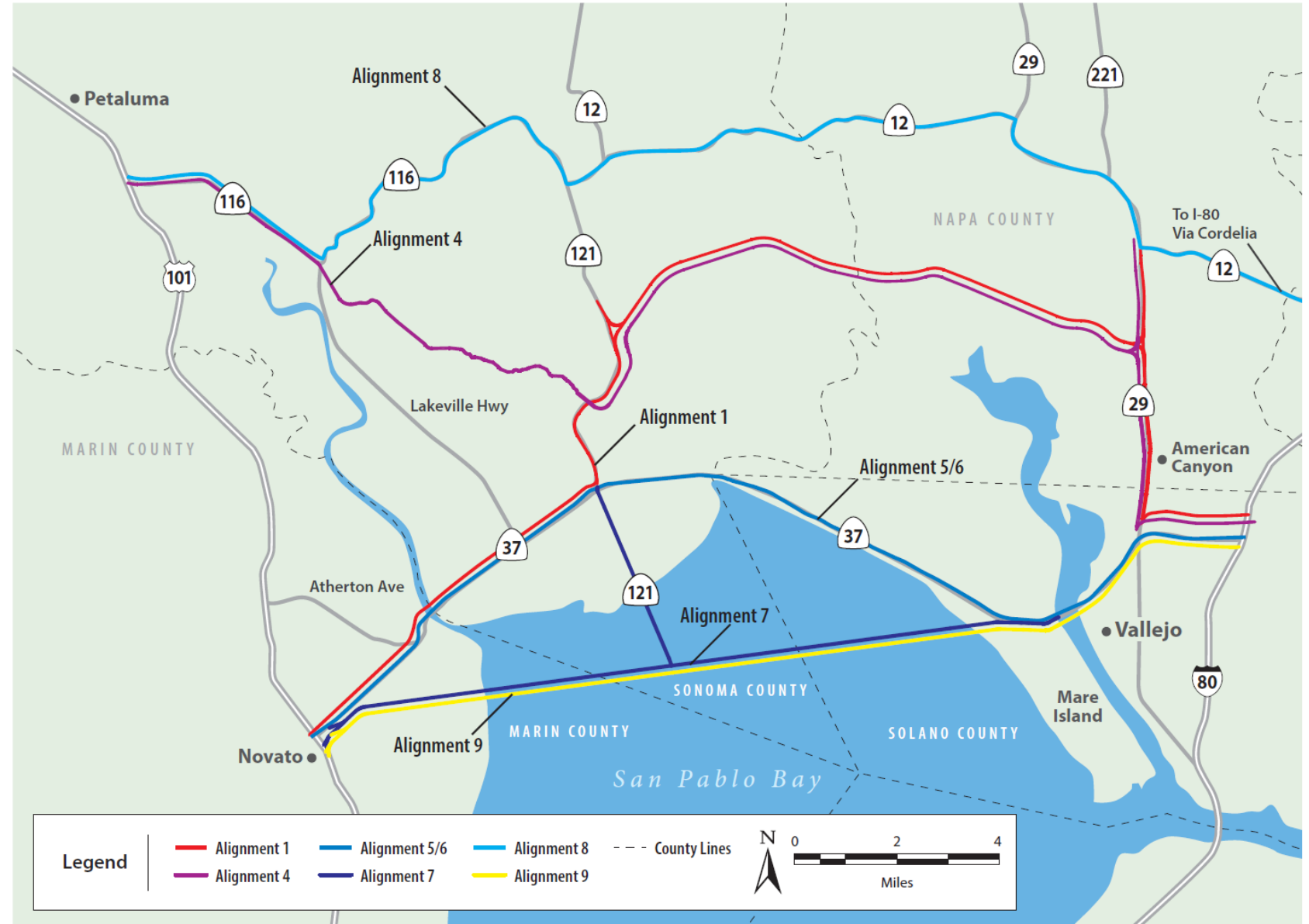
Initial

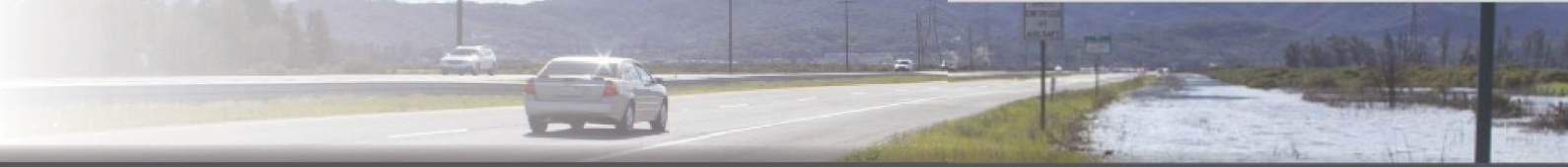
Recommendations

- Eliminate Alignments 2, 3, & 8
- Consolidate Alignments 5 & 6
- Eliminate Floating Bridge modal option

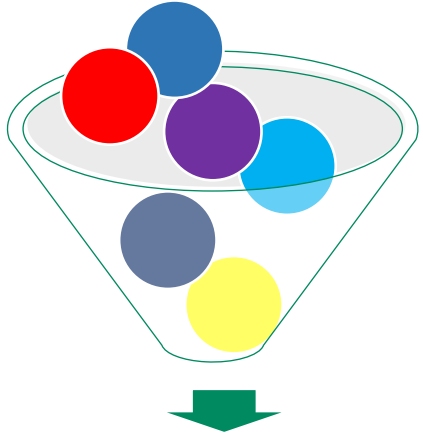
Final Decisions per Feedback

- Carry forward Alignments 1, 4, 5/6, 7, 8 & 9
- Carry forward ferries as supplemental element modal option





LEVEL 2 EVALUATION SCREENING CRITERIA



For remaining alternatives,
how well do they meet
other key objectives such as

- Feasibility/Cost
- Environmental and Ecological Factors
- Compatibility with Community Plans

Traffic: Travel patterns changes, increase or decrease in vehicle miles traveled, improvement in travel time reliability,

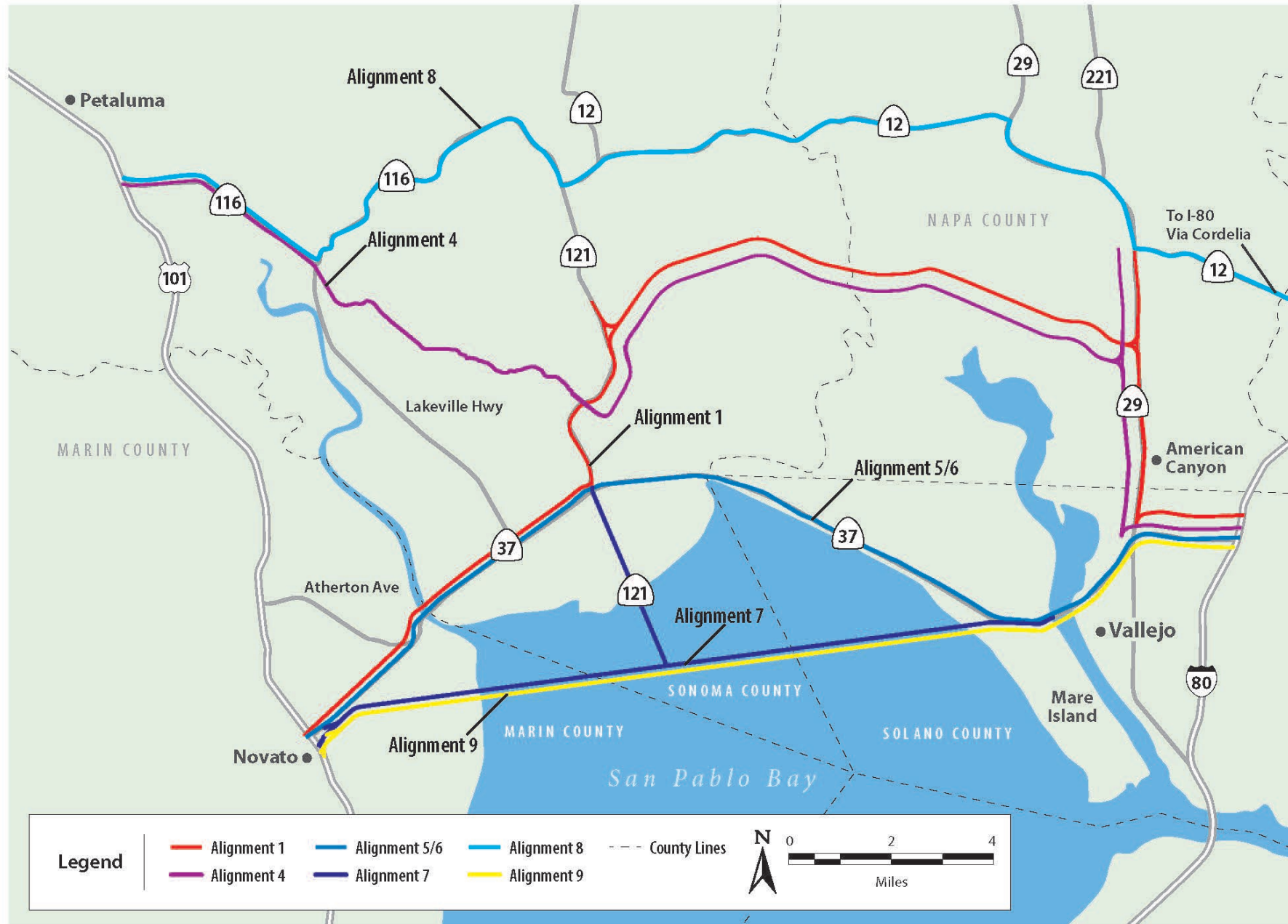
Design: Interchange connectivity, transportation modes, bicycle and pedestrian facilities, equitable transit/multimodal solutions, public access

Environmental: Habitat transition and migration zones, landward marsh migration, infrastructure and landscape interaction, habitat zone shifts and buffers, migration corridor connectivity

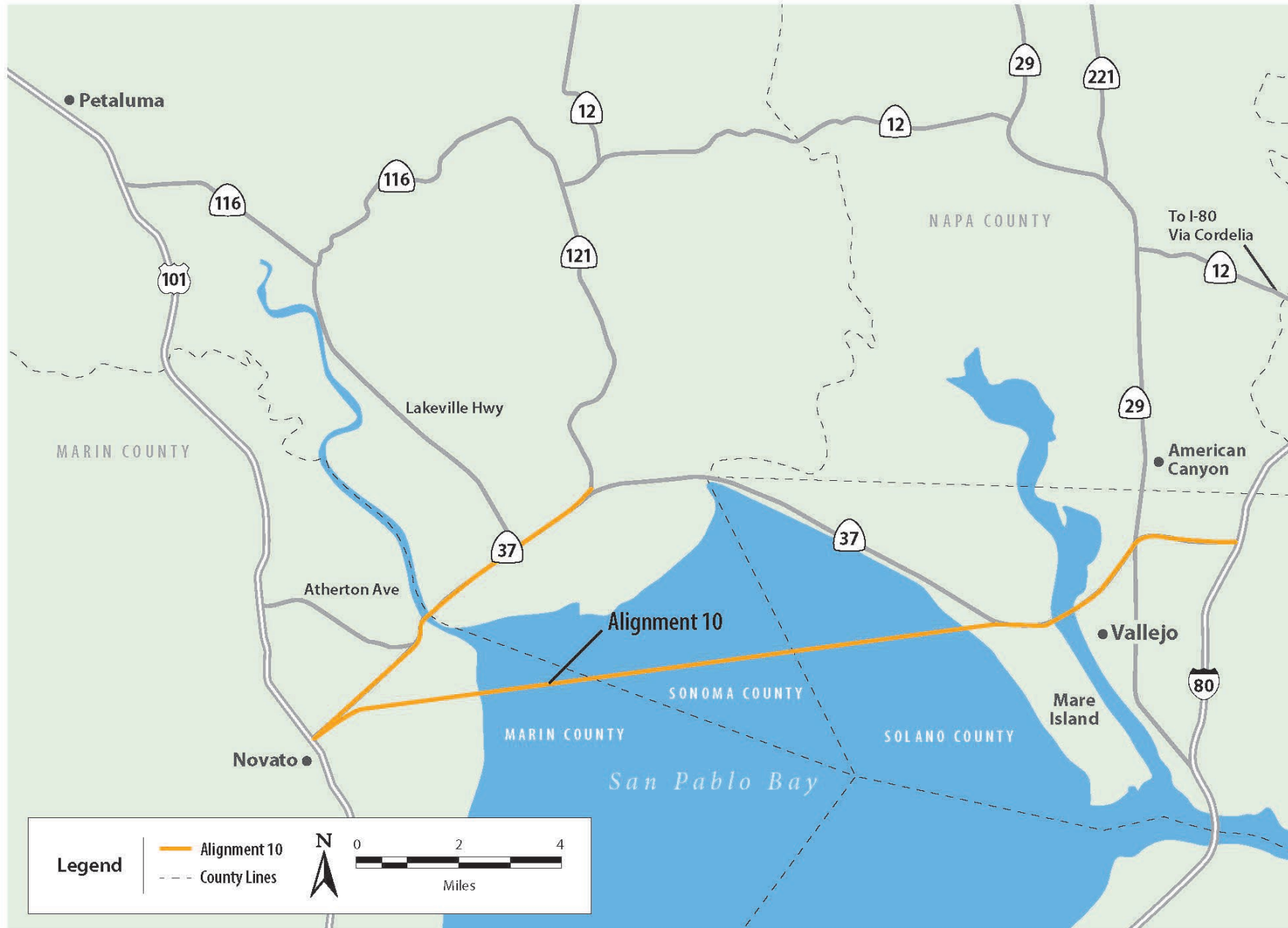
Feasibility: Cut/fill quantities, on site stormwater treatment, acreage/parcels needed, consistency with land use plans

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ALIGNMENTS CARRIED FORWARD INTO LEVEL 2 EVALUATION



STAKEHOLDER FEEDBACK: ADD ALIGNMENT 10



SUMMARY OF LEVEL 2 SCREENING RESULTS

Eliminate

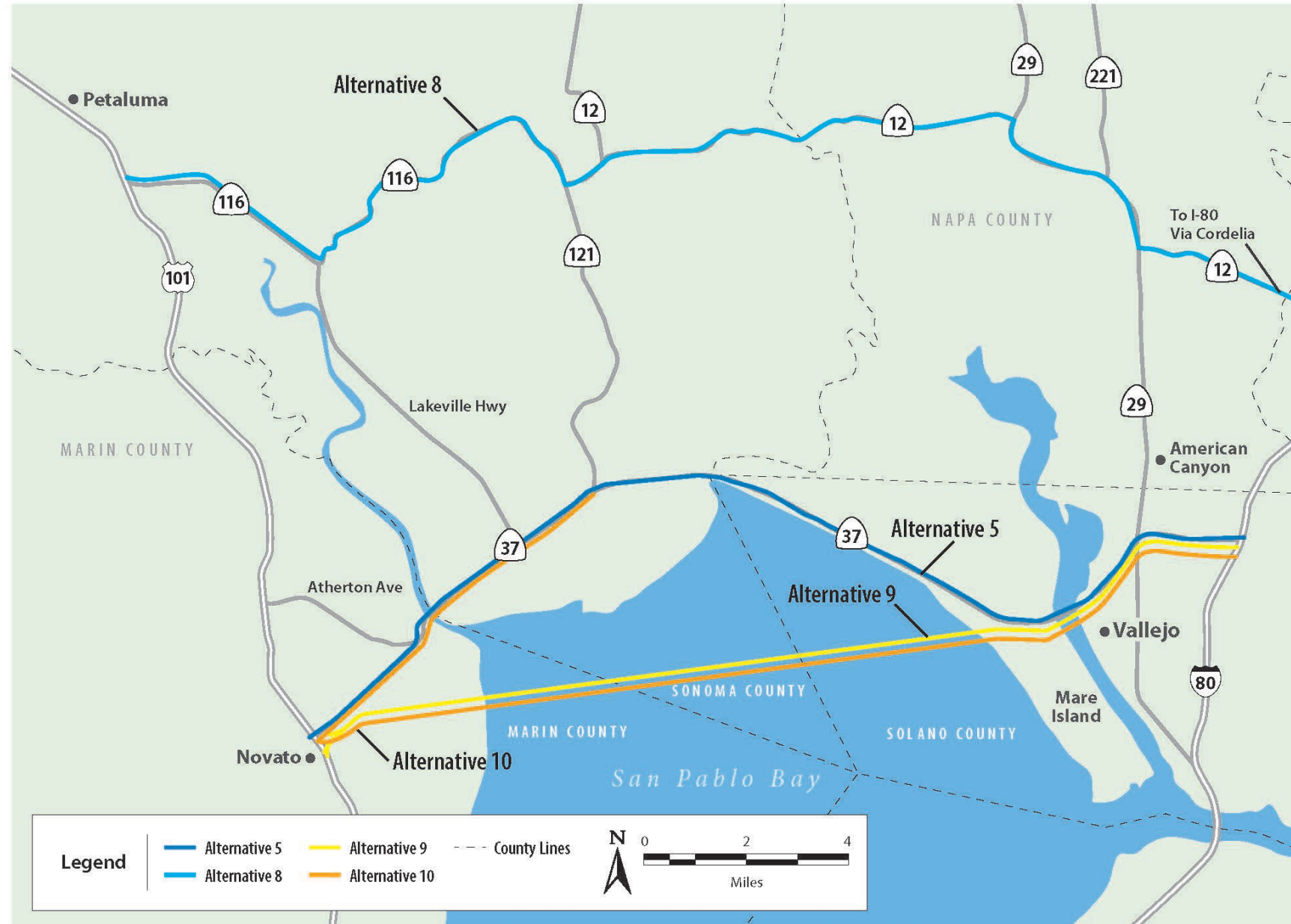
- Alternatives 1, 4, & 7
- 6-lane design option

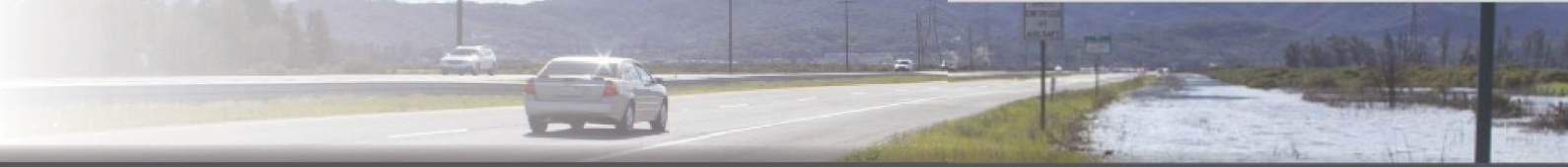
Carry Forward as Core Concept

- Alternatives 5/6, 8, 9, & 10
- Modal Recommendations
 - Bike and Pedestrian
 - Rail
- Design Options
 - 4-lanes
 - Shoulder Running Lanes
 - Causeway
 - Embankment (limited areas)

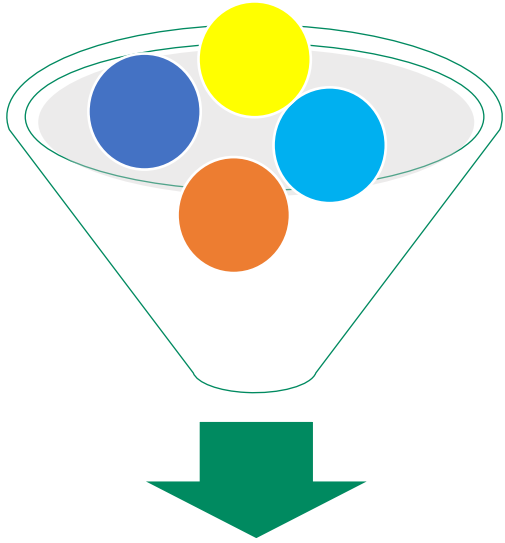
Carry Forward as Supplemental Element

- Ferries





LEVEL 3 EVALUATION SCREENING CRITERIA



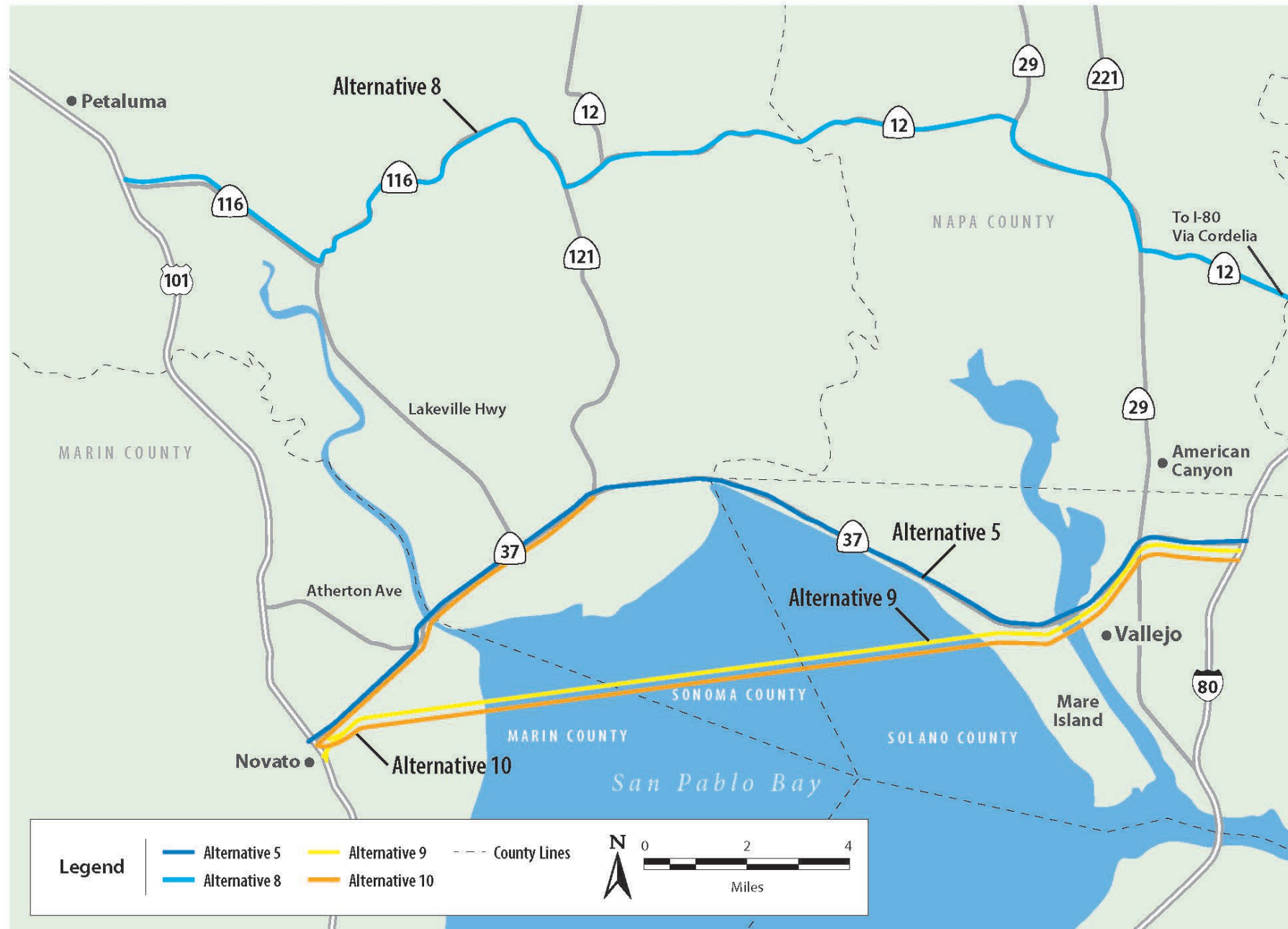
43 Total Screening Criteria

- **Traffic/Transportation:** VMT, emergency access, recreational access
- **Environmental:** Resiliency, biological resources (wetlands, marsh, species, more), human environment (cultural resources, visual quality), other physical environment (noise, land use, agricultural lands)
- **Feasibility:** Cut/fill quantities, stormwater treatment, cost

- For alternatives that perform best under Level 1 and 2 screenings, how do the alternatives compare against each other?

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ALTERNATIVES CARRIED FORWARD INTO LEVEL 3 EVALUATION



SUMMARY OF LEVEL 3 SCREENING RESULTS

Not Recommended for further evaluation:

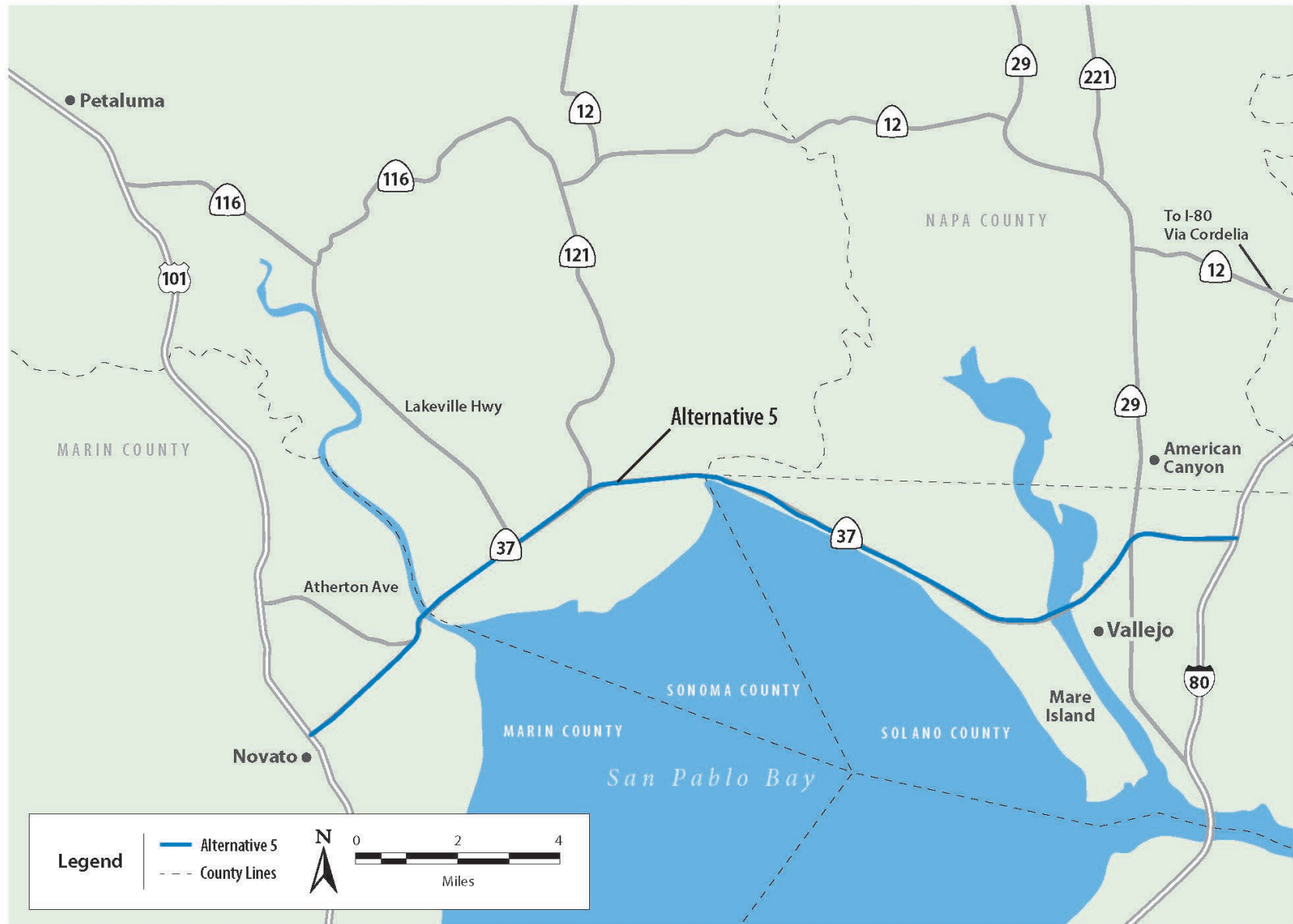
- **Alternative 8** - Travel pattern disruption, impacts to farmland and terrestrial species
- **Alternative 9** – Impacts to aquatic resources, bay fill, no direct link to Highway 121 at Sears Point
- **Alternative 10** - Impacts to aquatic resources, bay fill, additional travel time



SUMMARY OF LEVEL 3 SCREENING RESULTS

Preferred Alternative Carried Forward in PEL Study

- **Alternative 5** – utilizes existing corridor, preserves travel patterns, allows for landward marsh migration, resilient to sea level rise

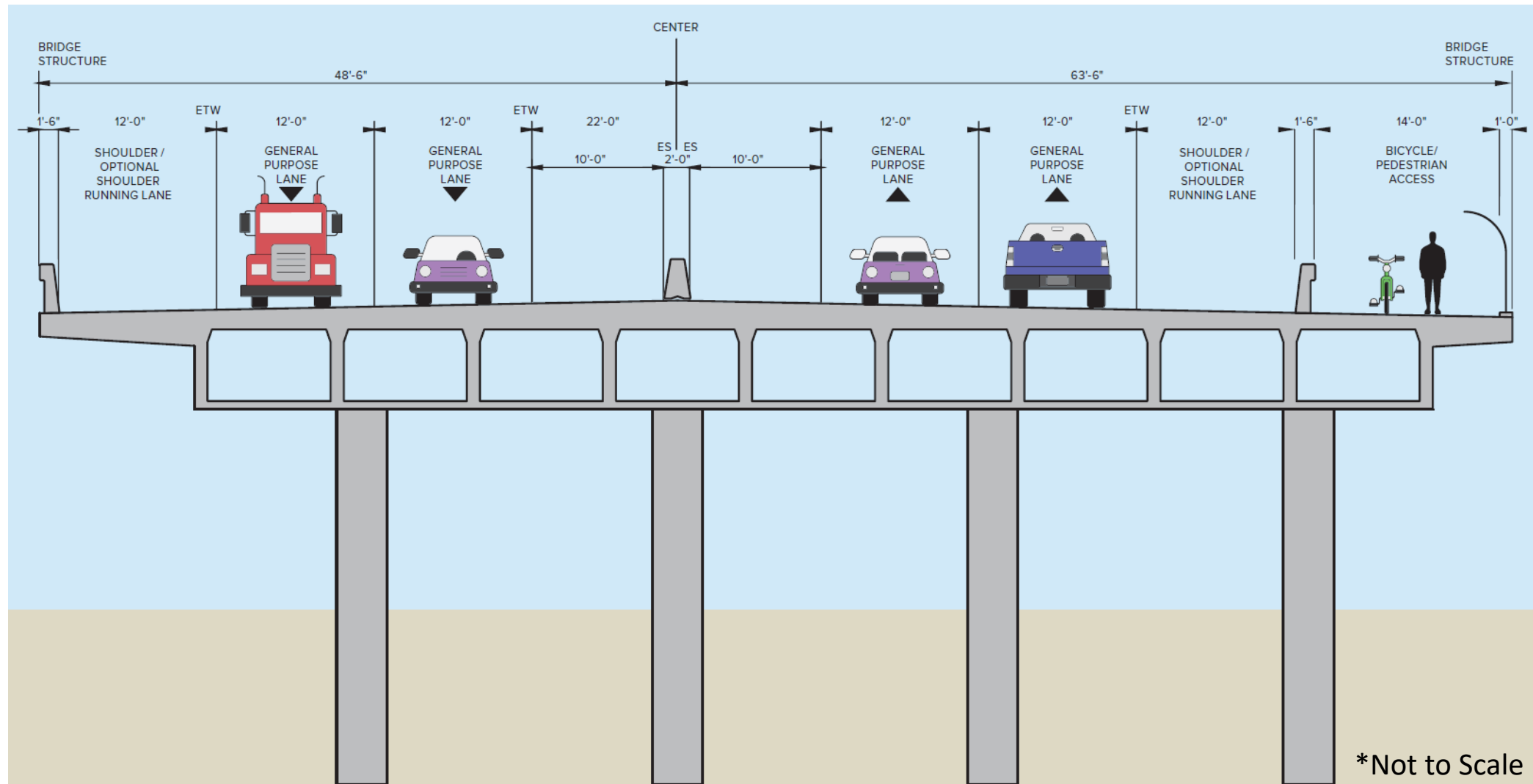


DESCRIPTION OF ALTERNATIVE 5

- Expressway Design
- Two travel lanes in each direction
- Shoulder running lane for peak period use
- 60 mph posted speed limit
- Bike and pedestrian accommodation
- Primarily causeway, limited embankment
- Allows for removal of existing SR 37 fill in causeway sections
- Access through interchanges, intersections, and limited direct access points
- Opportunity for rail to be adjacent

TYPICAL SECTION OF PREFERRED ALTERNATIVE

4-LANES (2GP/2GP) WITH BICYCLE/PEDESTRIAN ACCESS - CAUSEWAY



R/W = RIGHT-OF-WAY
ES = EDGE OF SHOULDER
ETW = EDGE OF TRAVEL WAY

PREFERRED ALTERNATIVE - CONCEPTUAL DESIGN

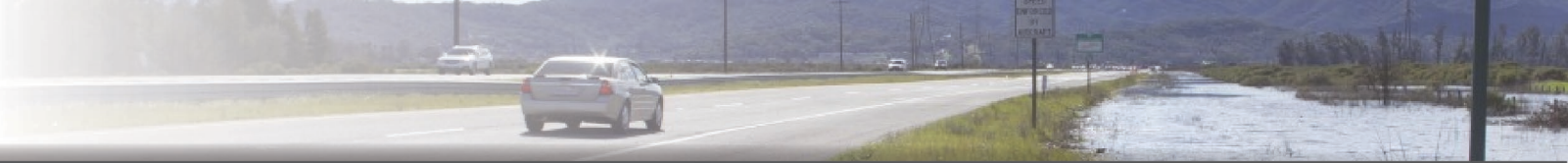


PEL STUDY BENEFITS

- ✓ Provided an opportunity to identify concerns as well as opportunities for collaboration.
- ✓ Allowed for broad participation in helping shape transportation solutions.
- ✓ Yielded better transportation projects that more effectively serve the community's transportation needs.
- ✓ Provided agencies with tools to design better projects while avoiding and minimizing impacts on communities and natural resources.
- ✓ Helped resolve differences on key issues.
- ✓ Will improve project delivery timeframes.

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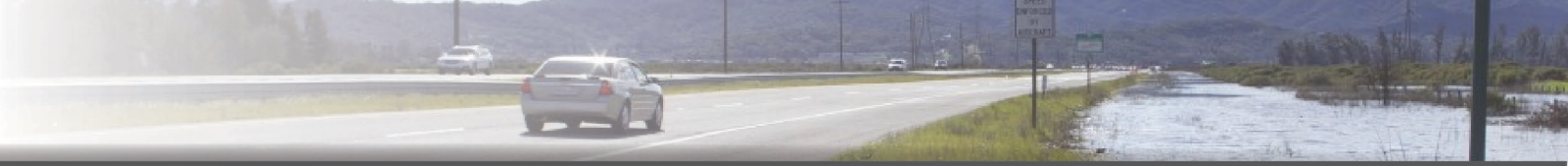
NEXT STEPS FOLLOWING PEL STUDY



Ongoing Public Involvement

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Your Comments and Thoughts

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YOUR INPUT AND FEEDBACK

Ask questions and provide comments now

- Chat questions first, then verbal questions
- To ask a verbal question
 - Via Zoom: Use Raise Hand feature 
 - Via Phone: Press *9 to raise hand 

YOUR INPUT AND FEEDBACK

Via Zoom: Use Raise Hand feature



Via Phone: Press *9 to raise hand

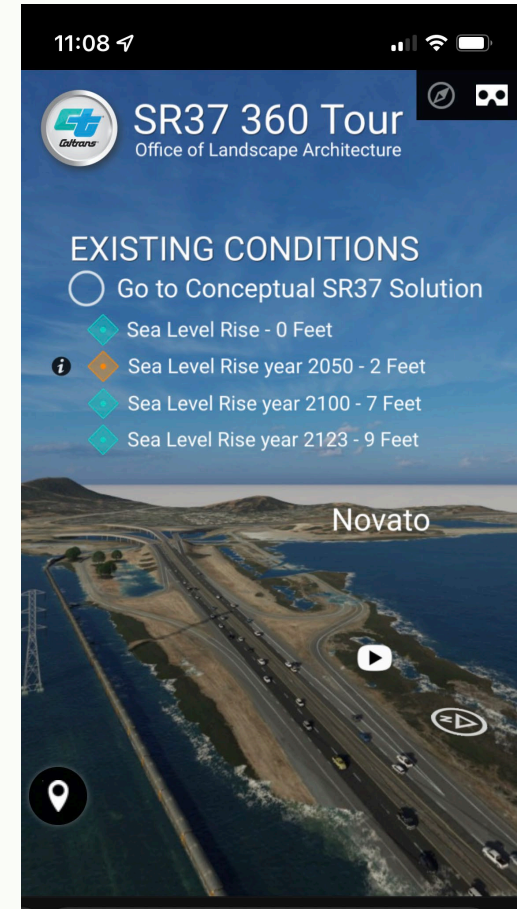
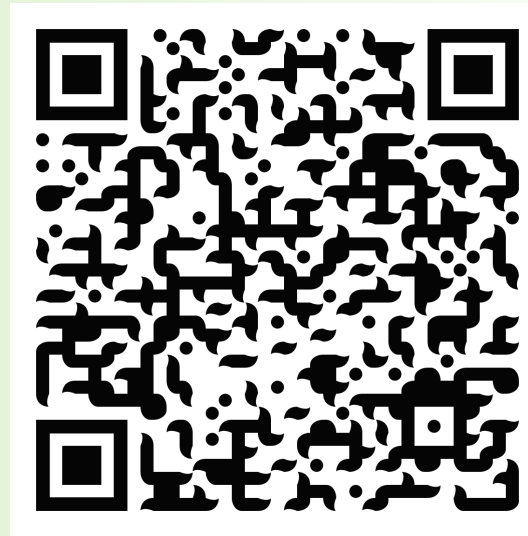
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- Call us! (510) 286-1204
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