

RESILIENTSR37



STATE ROUTE 37 POLICY COMMITTEE

9:30 a.m., Thursday, June 4, 2020

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

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

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86538478162>

Webinar ID: 865 3847 8162

Call in: 1 (669) 900-9128

Or iPhone one-tap :

+16699009128,,86538478162#

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 6/4/2020. 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 5, 2019 SR 37 Policy Committee Meeting* **Drew Nichols, SCTA**
Recommendation:
Approve March 5, 2019 SR37 Policy Committee Meeting Minutes

4. DISCUSSION/INFORMATION ITEMS

- 4.1. Sonoma Creek Baylands Strategy **Kendal Webster, Sonoma Land Trust**
4.2. Funding update – Bridge Tolls to Sales Tax **Andrew Fremier, MTC**
4.3. 2020 SHOPP Programming – Funding Confirmed **Tony Tavares, Caltrans**
4.4. Project Specific Updates
4.4.1. Interim Improvements Update
4.4.1.1. Congestion Relief Sears Point to Mare Island **Kevin Chen, MTC**
4.4.1.2. Flooding US 101 to SR 121 **Kelly Hirschberg, CT**
4.4.2. Ultimate Improvements Update **MTC and CT**

5. COMMITTEE MEMBER COMMENTS / STAFF UPDATES

All

6. FUTURE TOPICS

Toll Expenditure Plan
FASTER Expenditure Plan
AA for the Bay – restoration projects in San Pablo Bay
MTC/Caltrans – Ultimate Environmental Phase Discussion a
SB-1 Planning and Adaptation Grant work underway
Alternative Modes and TDM – Implementation including a ridesharing program.

7. ADJOURNMENT

Next SR 37 Policy Committee Meeting: 9:30, Thurs., October 1, 2020 at a location to be determined.

* Materials included

Future Meeting Schedule
9:30AM, October 1, 2020

SR 37 Policy Committee Members:

SCTA

NVTA

TAM

STA

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David Rabbitt, Sonoma
County Board of Supervisors

Alfredo Pedroza, MTC
Commissioner

Damon Connolly, MTC
Commissioner

Erin Hannigan, Solano County
Board of Supervisors

Jake Mackenzie, MTC
Commissioner

Belia Ramos, Napa County
Board of Supervisors

Judy Arnold, Marin County
Board of Supervisor s

Bob Sampayan, Mayor, City of
Vallejo

Susan Gorin, Sonoma County
Board of Supervisors

Leon Garcia, Mayor City of
American Canyon

Eric Lucan, Councilmember,
City of Novato

Jim Spering, MTC
Commissioner

MTC

Therese McMillan,
Executive Director

Caltrans

Tony Tavares,
District 4 Director

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**State Route (SR) 37 Policy Committee Meeting Minutes
9:30 a.m., Thursday, March 5, 2020
Dan Foley Cultural Center
Vallejo, CA**

1. Call to Order/Introductions

Chairman David Rabbitt called to order the State Route 37 Policy Committee at 9:40 a.m.

Policy Committee Members Present:

| | |
|---------------------------|---|
| David Rabbitt, Chair | Supervisor, County of Sonoma |
| Erin Hannigan, Vice Chair | Supervisor, County of Solano |
| Damon Connolly | MTC Commissioner, Supervisor, County of Marin |
| Leon Garcia | Mayor, City of American Canyon |
| Susan Gorin | Supervisor, County of Sonoma |
| Eric Lucan | Council member, City of Novato |
| Jake Mackenzie | MTC Commissioner, Councilmember, City of Rohnert Park |
| Bob Sampayan | Mayor, City of Vallejo |
| Jim Spering | MTC Commissioner, Supervisor, County of Solano |

Policy Committee Members Absent:

| | |
|-----------------|--|
| Judy Arnold | Supervisor, County of Marin |
| Alfredo Pedroza | MTC Commissioner, Supervisor, County of Napa |
| Belia Ramos | Supervisor, County of Napa |

Executive Directors Present:

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

2. Opportunities for Public Comment

N/A

3. Consent Calendar

3.1. Minutes of the December 5, 2019 SR 37 Policy Committee Meeting

The minutes for the December 5, 2019 State Route 37 Policy Committee were recommended, and approved unanimously, following a motion by Vice Chair Erin Hannigan, and a second by Mayor Bob Sampayan.

4. Discussion/Information Items

4.1. FASTER Bay Area

Suzanne Smith introduced the item to the policy committee and introduced Jason Baker, Silicon Valley Leadership Group, who will be presenting on FASTER Bay Area.

Mr. Baker introduced the concept of FASTER Bay Area. This idea aims for a world class, seamless, integrated public transportation service to better serve all residents in the Bay Area region.

This idea was inspired by Los Angeles's sales tax measure for transportation that is poised to generate 123 billion over the first 40 years. This measure is in effect "until ended by voters" and has transformed their transportation system.

Mr. Baker outlined the outreach efforts that have gone into developing this concept. Nine focus groups, two region-wide polls, online surveys, stakeholder meeting, and town halls have been held to solicit input.

Comments received show that residents understand the Bay Area is in a transportation crisis, know that transforming transit is the solution, willing to pay for this transformational change, supported the outcome of fast, reliable, and integrated transit, and expressed little enthusiasm for specific projects.

The one-cent sales tax increase has polled at 67% support.

The one-cent sales tax was chosen due to the success in Los Angeles and Seattle. He also

stated that the proposers are conscious of the regressive nature of the sales tax.

To address the equity question, Mr. Baker explained a new concept of sales tax fairness credit, looking at a mandate to require employers with 100+ employees to offer transit options to encourage workers to get out of their cars, and provide discounted transit fares to students, seniors, and low-income riders.

Projects funded would deliver transit that is competitive with driving alone, deliver transformative outcomes based on objective performance metrics, and be of value for money.

The draft expenditure plan strategies were described. The Funding would be allocated for FASTER Transit Network build out and operations, connecting the network, making the network affordable and seamless, and offering employer-funded sustainable commute subsidies.

Mr. Baker acknowledged the importance of the Highway 37 corridor and affirmed that funding for Highway 37 will be written into the legislative bill.

Supervisor Susan Gorin commented on the proposed measures for November 2020, citing Sonoma County's interest to reauthorize the local sales tax for transportation (Measure M), and asked about other transportation measures on the same ballot, and asked what the bullet points are for each city/county to receive funding.

Mr. Baker responded there are a number of jurisdictions who will place a measure on the ballot, and discussed the importance of local and regional measures.

There is a desire to ensure the funding is going to cities and counties.

Vice Chair Erin Hannigan asked about the polling and wondered if the responses were distinguished by county. She expressed an interest to see the polling from Solano County.

Mr. Baker responded the polling for each county is available and can provide them.

Vice Chair Hannigan further commented on the concern that if the regional measure fails and the local self-help measure fails, there is a feeling in Solano County that residents will have to pay for these regional measures, whether increase tolls or gas taxes, with little return to source.

Vice Chair Hannigan asked what the response would be to the Solano County community who does not see the benefits.

Mr. Baker responded the return to source will be built into the measure and highlighted the importance of legislative support.

Vice Chair Hannigan expressed further concern that Solano County might not compete with the other counties in the Bay Area in terms of sales taxes.

Supervisor Jim Spering stated that Solano County has done better than any other county with the regional money received so far, such as improvements on I-80. Solano County is receiving more funding for not having a local transportation sales tax. Solano County has been a beneficiary of RM1 and RM2 funding.

Supervisor Spering asked about the process for getting such a measure on the ballot and who is the authority that would place it on the ballot.

Mr. Baker responded the state legislature would authorize MTC to place it on the ballot.

Councilmember Eric Lucan asked about the key milestones and the balance between what will be written in the legislation, such as Highway 37 versus the strategies.

Mr. Baker responded a key milestone is the discussion between FASTER and HABA (Housing Alliance for the Bay Area) and avoiding two measures going to voters at the same time. The idea is to have an agreement to fix both housing and transportation in one measure.

The legislative bill is working through the Assembly currently and needs to be completed by June 24th.

Councilmember Lucan further asked on the balance between how much is written in specifically in the legislation vs decided later.

Mr. Baker responded the legislation will write in mechanisms to address equity issues and projects that can be built within the next ten years.

Chair Rabbitt asked if there were to be a specific project included, what percentage of the overall cost to be paid for through this measure be.

Mr. Baker responded that decision has not been made yet and they are still working on that. A project may get fair amount of money written in the bill and then a process where project sponsors could apply for funding. Projects will not have to wait for the ten years for additional funding.

Furthermore, FASTER is looking to align the schedule with Plan Bay Area so there are not two separate processes.

Chair Rabbitt further commented that the second part of Highway 37 will be an expensive project and asked how it will get built in the first ten years given the substantial cost.

Mr. Baker responded that is still being worked on. There is a desire to have projects named in the legislation to also have funding amounts estimated.

Chair Rabbitt then asked if this would be a \$15 billion measure with HABA included.

Mr. Baker responded no, and that the discussions are not anywhere near 50/50 between the housing elements and transportation.

Suzanne Smith added the second part of this item is a discussion on whether or not the Policy Committee would want to make a formal ask to Senator Beall and the FASTER group. The overall cost for Highway 37 totals at \$4 billion.

The Project Leadership Team and Executive Steering Committee has talked about what it means to have a project listed in the initial ten years of FASTER.

Funding from FASTER would will help the interim projects, advanced mitigation, potential transit access, and micro mobility.

Councilmember Jake Mackenzie moved to propose the State Route 37 FASTER funding request for \$600 million in the first ten years.

Ms. Smith further added the idea was we need to build the interim project (\$200 million), fund the environmental design, advanced mitigation for restoration, and public access components.

This is a partnership project, and fits nicely with the FASTER resiliency element.

Vice Chair Hannigan asked if the committee should ask for the \$3.3 billion since that is the total FASTER ask.

Leon Garcia asked if this accounts for changes over time.

FASTER is projecting a 2% growth with inflation addressed.

Chair Rabbitt further asked if there will be an opportunity to ask for the additional \$2.7 billion later, as opposed to making the request at this moment and recalled the motion by Councilmember Mackenzie.

The motion was revised to include the full \$3.3 billion ask to FASTER, knowing that the \$600 million will be asked for in the first ten years. Supervisor Hannigan seconded the revised motion.

Chair Rabbitt opened for Public Comment.

Steve Birdlebough commented that FASTER is aimed at transit and assumes the \$600 million will involve transit in the corridor.

The State Route 37 Policy Committee unanimously approved the motion.

4.2. SR 37 Toll Legislation – SB1408

Andrew Fremier and Rebecca Long, BATA, presented on the SR 37 Toll legislation, SB 1408 (Dodd). The proposed tolling would take place from Sears Point to Mare Island.

Highway 37 is a significant roadway corridor for the Bay Area Toll Authority (BATA) and was listed in Regional Measure 3 for rehabilitation work.

BATA has committed \$100 million to date, and, in addition, BATA can advance the funding beyond RM3 to deliver the interim projects.

This is important considering the fact there are two east-west corridors that support the North Bay economy (Interstate 580 and State Route 37)

The Richmond Bridge has been retrofitted to a “no-collapse” strategy. Highway 37 has a similar seismic vulnerability, and there would be an impact to the other corridors if Highway 37 is unable to be used.

The parameters to adding a bridge to the enterprise include limiting the scope of the project so that it is fundable and that commitments be realized.

In addition, it requires a scope on how tolls are determined and how it will affect the program as a toll bridge.

Rebecca Long spoke on the legislation. The bill is somewhat a place holder and specifies an authority to impose a toll on the Highway 37 corridor.

At this time, MTC staff will be recommending that the Commission consider establishing BAFA as the authority in order to allow toll revenue to stay in the region and would not add liability to BATA.

The bill provides language on the importance of the corridor, toll revenue, consultation with the North Bay Transportation Authorities on expenditures, and requires establishing an equity program to offset impacts to low income residents.

The legislation also provides general authority on issuing bonds.

Supervisor Damon Connolly commented on access to revenue by the four counties and asked for clarification on if the approaches to the bridge and Segments A and C will be eligible for funding,

while also noting these segments will have to compete against other funding resources.

The legislation as drafted is ambiguous for these segments and Supervisor Connolly asked for elaboration.

Mr. Fremier responded the toll bridges have a definition in the law that requires keeping the bridges open and operational. There is an eligibility option for roads between the toll bridge and the next major freeway, however that comes with a lot of potential investment and competition with other approaches in the region.

Ms. Long added the bill provides a definition of the corridor from State Route 37 Interchange with State Route 121 to Walnut Ave Mare Island. That definition will be the most pivotal for providing eligibility for funding.

Supervisor Connolly asked about the wording being broad for segment A.

Ms. Long responded it would be more constrained than what one would like.

Mr. Fremier further added there is no toll structure to support the entire SR37 program.

Supervisor Jim Sperring commented on the focus on the two-lane portion. The group is committed, and working toward additional funding, to the entire corridor.

Supervisor Connolly highlighted the importance of language in the legislation.

Councilmember Mackenzie recalled the MOU between BATA and the transportation authorities.

Councilmember Eric Lucan asked what this body is being asked to do with the legislation at this point and if it would make sense to wait until after MTC discusses.

Ms. Long responded the Policy Committee is being asked to consider supporting this idea in concept, given there will likely be amendments from MTC and the legislature.

Daryl Halls noted that the Solano Transportation Authority Board of Directors will be asked next week to support the concept.

Councilmember Mackenzie moved for the State Route 37 Policy Committee to support in concept SB 1408, Mayor Bob Sampayan seconded.

Chair Rabbitt affirmed there is a commitment to the entire corridor, and highlighted the concerns of tolling and frequent collisions on Lakeville Highway.

Chair Rabbitt opened the floor for Public Comment.

Jessica Davenport expressed appreciation for the language in the bill that discusses habitat restoration and ecological enhancement opportunities and asked for consideration to include in the legislation, “conjunctive environmental enhancements through design that integrates the plans for ecological restoration and conservation.”

The State Route 37 Policy Committee unanimously approved the motion.

5. Presentations Items

5.1. Plan Bay Area 2050 update

Adam Noelting presented an update to the committee on Plan Bay Area 2050 (PBA). PBA is the regional plan/blueprint for growth and infrastructure for the next 30 years. The Plan is not an expenditure plan and is operating as fiscally constrained under several strategies.

Mr. Noelting recalled the *Horizon* process in which bold strategies for the region’s future were tested. The update is in the draft blueprint phase currently and poised for final adoption in Summer 2021.

Mr. Noelting further illustrated the time discussing the strategies and the requirements in the plan that must be met.

PBA 2050 will use a *solutions*-oriented approach and will work with project sponsors to identify refinements to address performance shortcomings.

In relation to Highway 37, Mr. Noelting described the components that were considered during performance testing. Next steps include project sponsors to propose refinements to performance challenges in commitment letters due by March 27, 2020.

Additionally, these letters should include specific examples of options to address the performance shortcomings and a summary of available funding from city, county, or private sources.

Furthermore, the letters should all address solutions to equity challenges, Affordable Guiding Principle, and Healthy Guiding Principle.

Daryl Halls asked about project like State Route 37 being a toll facility and if it would be considered a regional project.

Mr. Noelting responded that PBA seeks to identify the total cost of a project and is not looking at any funding sources in the context of having the funding identified; rather do funding sources identified cover the total costs in the Plan.

Tolls could be considered an offset to the costs, as well as other funding sources such as county funds, FASTER, and SB-1.

Councilmember Eric Lucan referenced the Affordable Guiding Principle flag, commenting now the draft legislation states the authority shall implement an equity program for tolls, and asked if that has been communicated to address that principle.

Mr. Noelting responded that is an excellent example of what to cite in the letter of commitment.

6. Committee Member Comments/Staff Updates

N/A

7. Future Topics

- BATA Expenditure Plan
- FASTER expenditure Plan
- Plan Bay Area 2050 Project Performance

- AA for the Bay – restoration projects in San Pablo Bay
- MTC/Caltrans – Ultimate Environmental Phase Discussion and Segmentation
- Caltrans SHOPP Project Updates
- SB1 Planning and Adaption Grant work underway
- Alternative Modes and TDM - Implementation

Included for the committee's interest.

8. Adjournment

The committee adjourned at 10:56 a.m.