

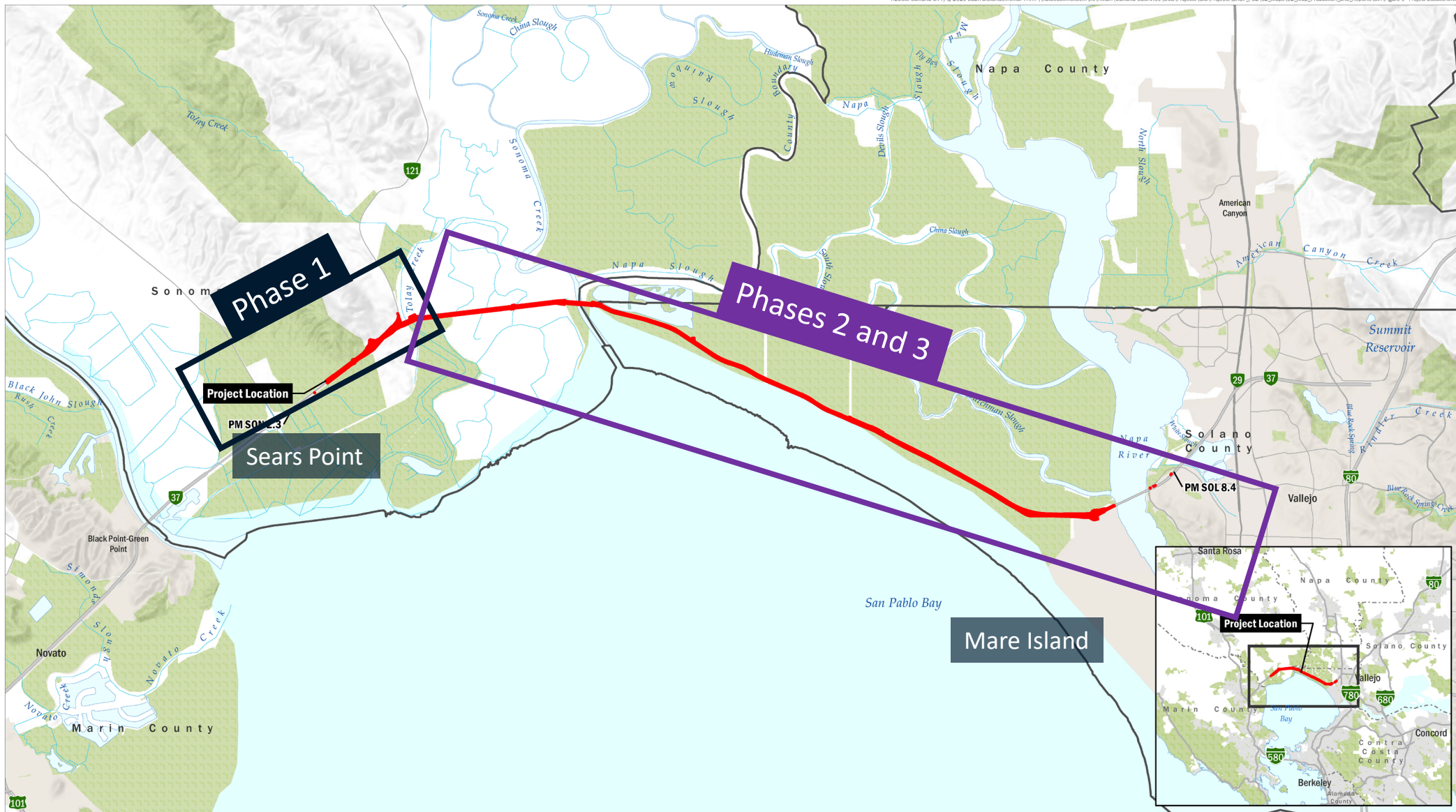


STATE ROUTE 37 SEARS POINT TO MARE ISLAND INTERIM IMPROVEMENT PROJECT

PHASE 1: SR37 WIDENING AND TOLAY CREEK BRIDGE REPLACEMENT

ROWAN YELTON, COASTAL PROGRAM ANALYST

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■ Study Area
 Sonoma County, Napa County & Solano County

PM SON - Post Mile, Sonoma County
 PM SOL - Post Mile, Solano County

Source: AECOM, 2020; CPAD, 2020; ESRI, 2016 (roads)

FIGURE 1-1: PROJECT LOCATION

SR 37 Traffic
 Congestion Relief Project
 Sonoma, Napa & Solano Counties, CA

CERTAIN WATERWAYS JURISDICTION



INTERIM PROJECT PHASING

- This permit is for phase 1 of 3 of the interim SR37 improvement project
 - Widen a section of the existing SR37 to increase lanes
 - Replace the 60-foot-long Tolay Creek Bridge with a 375-foot-long bridge, and remove fill from Tolay Lagoon
- Phase 2 and 3 will complete the widening of SR37 between Tubbs Island and Vallejo, enhance a tidal marsh south of the road, and install toll gantries

LONG TERM CAUSEWAY

- Interim Project will be used until 2050
- Long-term project will replace the road and bridge with a raised causeway

CONSTRUCTION OF PHASE 1

- Project Components

- Widen the existing SR37 ~12 feet into BCDC jurisdiction
- Replace the 60-foot-long Tolay Creek Bridge with a 375-foot-long bridge, and remove fill from Tolay Creek

- Fill Placement

- Road widening: 0.79 acres of solid fill
- Bridge: 0.07 acres of cantilevered fill

- Fill Removal

- BCDC jurisdiction: 0.51 acres (south of road)
- Outside of BCDC jurisdiction: 0.63 acres (north of road)

PROJECT IMPACTS AND BENEFITS



- Notable Environmental Impacts

- Solid fill in tidal marshes
- Temporary dewatering of Tolay Creek and tidal marshes along SR37

- Environmental Benefits

- Widening Tolay Creek
- Increase in Tolay Creek Channel width will improve hydrodynamics

BASIS FOR STAFF RECOMMENDATION FOR APPROVAL

- “A permit shall be granted for a project if the commission finds that the project is either (1) ***necessary to the health, safety or welfare of the public in the entire bay area***, or (2) of such a nature that it will be consistent with the provisions of this title and with the provisions of the San Francisco Bay Plan then in effect.” (Government Code section 666632(f) of McAteer-Petris Act.)

PERMISSIBILITY OF BAY FILL FOR ROAD EXPANSION?

- “[F]urther filling of San Francisco Bay and certain waterways... should be authorized only when public benefits from fill clearly exceed public detriment from the loss of the water areas and ***should be limited to water-oriented uses....***” (Government Code section 66605(a) of McAteer-Petris Act.)
- “While the McAteer-Petris Act identifies bridges as water-oriented uses, ***roads are not water-oriented uses*** because roads do not need to be located in the water to function properly and do not take advantage of some unique feature of water.” (Bay Plan Transportation Finding e)

HEALTH, SAFETY, AND WELFARE OF THE ENTIRE BAY AREA

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- This justificatory basis for permit approval should be used sparingly and for projects of true regional significance
 - BART Transbay Tube (Permit No. 1965.008)

HEALTH, SAFETY, AND WELFARE NECESSITY OF THE PROJECT

- Regional significance of SR-37
 - Accommodates 40,000 vehicles daily
 - Vital commute corridor between Solano and Sonoma and Marin Counties
 - Northernmost east-west freight link in the region
 - Important evacuation route in case of wildfires or earthquake
- Health, safety, and welfare necessity of SR-37 road widening
 - Eliminate congestion bottleneck – saving commuters up to 2 hours/day
 - Benefit emergency response times
 - Increase capacity and speed for evacuation and enhance emergency vehicle accessibility
- Qualifications
 - Travel and economic benefits not fully realized until all phases of overall project permitted and completed, but interim project is critical first step.
 - Interim project authorized only to 2050, at which point Caltrans commits to implementing long-term project.

ENGINEERING CRITERIA REVIEW BOARD

- ECRB Meetings: May 21, 2025 and September 24, 2025



SEA LEVEL RISE

Resiliency

- The Interim Project is not intended to improve sea level rise resiliency beyond 2050
- Elevations: 9.1 ft to 18.7 ft (NAVD 88).
- The Long-term Project is planned to replace the road with a higher elevation causeway in 2050.

Permit conditions require Caltrans:

- Regularly update the Commission on flooding impacts, sea level rise projections, and planning status of the long-term causeway project
- Submit a complete permit application for the long-term causeway project by 2045.



ENVIRONMENTAL JUSTICE

Caltrans Public Engagement:

- Local elected officials, the Solano Transportation Authority's Equity Working Group, the Federated Indians of Graton Rancheria (FIGR), the Yocha Dehe Wintun Nation
- Four open houses in 2017
- CEQA-process public meeting and comment period
- Environmental working group meetings in 2024 and 2025
- Ongoing participation in the Resilient SR 37 Policy Committee

Key Feedback:

- Support for road widening, public transit, and Tolay Creek environmental enhancements
- Concerns about tolling
- Support for the long-term project instead of the interim project

PUBLIC ACCESS

On-site public access

- 8-foot shoulders available for bike use
- Improvements are limited because it would:
 - require further fill resulting in greater environmental impact
 - be temporary to 2050
 - impact adjacent private property

In lieu public access

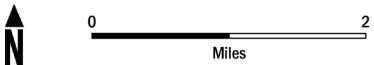
- Caltrans will fund \$693,000 in Bay Trail improvements at River Park in Vallejo

Bay Plan Policies

Public Access Policy 1: “[a] proposed fill project should increase public access to the Bay to the maximum extent feasible”

Public Access Policy 2: “where public access would be clearly inconsistent with the project because of...significant adverse effects on Bay natural resources ...in lieu access at another location preferably near the project should be provided.”

Transportation Policy 4: “[t]ransportation projects on the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths”



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STAFF RECOMMENDATION

- Recommend Approval with Conditions
 - Environmental protection during construction
 - Public Access improvement
 - Regular updates on sea level rise resiliency and long-term causeway project planning
 - Submission of complete permit applications for Phases 2 and 3 for the interim project by 2028, and the long-term project by 2045