

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(3), Action

Prepared By: Cherry Zamora  
Associate Deputy Director

Published Date: June 12, 2026

Subject: Approval of Project for Future Consideration of Funding – State Route 37 Sears Point to Mare Island Improvement Project, Resolution E-26-37S

## **Recommendation:**

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency under the California Environmental Quality Act (CEQA), approve the attached Resolution E-26-37S (Attachment A); accept the Addendum and Final Supplemental Environmental Impact Report for the State Route (SR) 37 Sears Point to Mare Island Improvement (Project) in Sonoma and Solano counties; approve the Project for future consideration of funding; and make CEQA Findings (Attachment C).

## **Issue:**

The California Department of Transportation (Caltrans) is the CEQA Lead Agency for the Project. The Project is located on SR 37 from PM 2.4 to 6.2 in Sonoma County, PM 0.0 to 8.5 in Solano County, and SR 121 from PM 0.0 to 0.2 in Sonoma County. The Project would reconfigure the existing SR 37 highway lanes from west of the SR 121 intersection to the Walnut Avenue Overcrossing at Mare Island; replace the Tolay Creek Bridge; construct additional through lanes to provide two lanes (toll general purpose and High Occupancy Vehicle) in each direction; construct 8-foot shoulders (except at Sonoma Creek Bridge, which would have 4-foot shoulders); widen the Sonoma Creek Bridge; signalize the SR 37/Noble Road intersection; and enhance the degraded marsh habitat at Strip Marsh East, located south of SR 37.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future consideration of funding.

**Background:**

The Commission considered the Final Environmental Impact Report and approved the Project for Future Consideration of Funding on June 29, 2023. Refinements to the Project have been made since then. On June 27, 2024, a CEQA Addendum was finalized to address a change to fully replace Tolay Creek Bridge, rather than just widening it; revised stormwater treatments; revised utility relocations; new median lighting; and additional tribal cultural measures. The Addendum made no changes to the original project findings under CEQA. On December 1, 2025, Caltrans certified a Final Supplemental Environmental Impact Report for the Project to address changes to the Project to include elements not previously considered. The Project refinements and additions include construction of maintenance vehicle pullouts and California Highway Patrol Enforcement Areas; active transportation; demand management and transportation system management elements, including cameras, radar detection, and message signs; relocation of toll gantries; construction of an equipment building to house tolling equipment; construction of paved vehicle pullout area for maintenance worker access; construction of solid concrete barriers at toll gantries; installation of median lighting; housing of electronic and power service equipment on roadside service cabinets; relocation of existing wood pole power lines; implementation of trash capture measures including catch basin inserts or screens; grading of slopes and fill placement; and implementation of Strip Marsh East enhancements to enhance approximately 600 acres of degraded habitat, create approximately 230 acres of new emergent salt marsh habitat, 50 acres of tidal channel habitat, and 320 acres of tidal flats. Strip Marsh East enhancements would minimize project impacts and provide nature-based shoreline protection for the highway.

The Final Supplemental EIR found no new significant impacts associated with the project changes above. The original FEIR concluded that potential impacts could all be mitigated to below significant. The Supplemental EIR made no changes to the original project findings under CEQA.

Resources that are utilizing mitigation to reduce impacts to less than significant levels include biological resources. Mitigation measures include compensatory habitat mitigation through credit purchase and restoration of disturbed areas. Avoidance and minimization measures would also be implemented to further reduce project impacts. These measures include, but are not limited to, worker environmental awareness training, protection of nesting birds, including conducting pre-construction surveys and wildlife relocations, and tribal consultation and monitoring requirements.

The Commission, in its independent judgment as a CEQA responsible agency, has reviewed and considered the Addendum and Final Supplemental Environmental Impact Report prepared by Caltrans. The Commission's Findings, included in Attachment C, has been prepared pursuant to CEQA.

**Attachments:**

- Attachment A: Resolution
- Attachment B: Notice of Determination
- Attachment C: California Transportation Commission - Findings
- Attachment E: Lead Agency Request for Approval of Project for Future Consideration of Funding Resolution E-26-37S
  - Attachment 1: Map
  - Attachment 2: California Department of Transportation -- Findings

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**04-Son-37, PM 2.4/6.2**

**04-Sol-37, PM 0.0/8.5**

**04-Son-121, PM 0.0/0.2**

**Resolution E-26-37S**

- 1.1 WHEREAS**, the California Caltrans of Transportation (Caltrans) has completed an Addendum and Supplemental Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route 37 Sears Point to Mare Island Improvement Project: SR 37 in Sonoma and Solano Counties, and SR 121 in Sonoma County. Reconfigure the existing SR 37 highway lanes from west of the SR 121 intersection to the Walnut Avenue Overcrossing at Mare Island; replace the Tolay Creek Bridge; construct additional through lanes to provide two lanes (tolled general purpose and High Occupancy Vehicle) in each direction; construct 8-foot shoulders (except at Sonoma Creek Bridge, which would have 4-foot shoulders); widen the Sonoma Creek Bridge; signalize the SR 37/Noble Road intersection; and enhance the degraded marsh habitat at Strip Marsh East, located south of SR 37 (PPNO 2911K) (2364E)
- 1.2 WHEREAS**, Caltrans has certified that an Addendum and Supplemental Final Environmental Impact Report have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission (Commission) approved Future Consideration of Funding for the State Route 37 Sears Point to Mare Island Improvement Project and adopted Resolution E-23-02 on June 29, 2023, considering the original Environmental Impact Report from 2023; and
- 1.4 WHEREAS**, the California Transportation Commission (Commission), as a responsible agency, has considered the information contained in the Addendum and Supplemental Final Environmental Impact Report; and
- 1.5 WHEREAS**, the project will not have a significant effect on the environment with inclusion of mitigation measures; and
- 1.6 WHEREAS**, the Commission has made findings as required by California Code of Regulations, section 15096, subdivision (h);
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the Commission does hereby accept the Addendum and Supplemental Final Environmental Impact report and approves the above-referenced project for future consideration of funding.

## NOTICE OF DETERMINATION

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To: Office of Land Use and Climate Innovation  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

From: California Transportation Commission  
Attn: Cherry Zamora  
1120 N Street, MS 52  
Sacramento, CA 95814  
(916) 654-4245

**Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.**

**Project Title:** State Route 37 Sears Point to Mare Island Improvement Project

2020070226	Skylar Nguyen	(510) 496-9551
<b>State Clearinghouse Number</b>	<b>Lead Agency Contact Person</b>	<b>Area Code/Telephone</b>

**Project Location** (include county): The project is located on SR 37 from PM 2.4 to 6.2 in Sonoma County, PM 0.0 to 8.5 in Solano County, and SR 121 from PM 0.0 to 0.2 in Sonoma County.

**Project Description:** The project would reconfigure the existing SR 37 highway lanes from west of the SR 121 intersection to the Walnut Avenue Overcrossing at Mare Island; replace the Tolay Creek Bridge; construct additional through lanes to provide two lanes (tolled general purpose and High Occupancy Vehicle) in each direction; construct 8-foot shoulders (except at Sonoma Creek Bridge, which would have 4-foot shoulders); widen the Sonoma Creek Bridge; signalize the SR 37/Noble Road intersection; and enhance the degraded marsh habitat at Strip Marsh East, located south of SR 37.

This is to advise that the California Transportation Commission has approved the above described ( Lead Agency/  Responsible Agency) project on June 25-26, 2026, and has made the following determinations regarding the above-described project:

1. The project ( will/  will not) have a significant effect on the environment.
2.  An Environmental Impact Report, an Addendum, and a Supplemental Environmental Impact Report were prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ( were/  were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan ( was /  was not) adopted for this project.
5. A Statement of Overriding Considerations ( was /  was not) adopted for this project.
6. Findings ( were/  were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 4, 111 Grand Ave, Oakland, CA 94612.

PAUL GOLASZEWSKI		Chief Deputy Director
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at LCI:



**Environmental Document:** Final Environmental Impact Report, Addendum, and Supplemental Environmental Impact Report - State Route 37 Sears Point to Mare Island Improvement Project

**Project Name:** State Route 37 Sears Point to Mare Island Improvement Project  
**DIST-CO-RTE-PM:** 04-SON-SR 37 (PM 2.9/6.2); 04-SOL-SR 37 (PM 0.0/R7.4); 04-SON-121 (PM 0.0/0.2)  
**EA:** 04-1Q761  
**EFIS ID:** 0419000255  
**SCH#:** 2020070226

## **CALIFORNIA TRANSPORTATION COMMISSION FINDINGS OF FACT**

FOR

### **STATE ROUTE 37 SEARS POINT TO MARE ISLAND IMPROVEMENT PROJECT**

THE PROPOSED PROJECT WOULD IMPLEMENT A FOUR-LANE FACILITY (TO CONSIST OF A TOLLED GENERAL PURPOSE AND HIGH OCCUPANCY VEHICLE LANE IN EACH DIRECTION) WITH 8-FOOT SHOULDERS ON STATE ROUTE (SR) 37 BETWEEN SR 121 AND MARE ISLAND SONOMA AND SOLANO COUNTIES. THE PROJECT WOULD ADDRESS REOCCURRING TRAFFIC WHERE THE EXISTING ROUTE NARROWS TO ONE LANE IN EACH DIRECTION. THE PURPOSE OF THE PROJECT IS TO IMPROVE TRAFFIC FLOW AND PEAK TRAVEL TIMES AND INCREASE VEHICLE OCCUPANCY.

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, title 14, sections 15091 and 15096, and also title 21, section 1501 et seq. Reference is made to the Final Environmental Impact Report, Addendum, and Supplemental Final Environmental Impact Report (EIR)<sup>1</sup> for the State Route 37 Sears Point to Mare Island Improvement Project (Project), which are the basic sources for the information.

The following effects have been identified in the Final EIR and Supplemental Final EIR as resulting from the project. Effects found not to be significant have not been included.

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<sup>1</sup> A joint Final Environmental Impact Report (EIR)/Environmental Assessment (EA) was prepared in compliance with both the California Environmental Quality Act and National Environmental Policy Act. A Final EIR, Addendum, and Supplemental EIR were prepared in compliance with the California Environmental Quality Act. This Findings of Fact refers to the Final EIR, Addendum, and Supplemental Final EIR, as the California Transportation Commission's role as a responsible agency is limited to considering the EIRs.



## Biological Resources

The following impacts on biological resources would result from implementation of the Project:

### **Environmental Effects:**

The project would have both permanent and temporary impacts to listed species and sensitive marsh and wetland communities. Temporary impacts would occur during construction activities. Temporary disturbances include construction access, noise and vibration, vegetation removal, vegetation trimmings, dewatering activities, and possible encounters with protected animal species. Temporary impacts would be restored to pre-project conditions or better after construction. Permanent impacts would result from roadway widening, bridge widening at Sonoma Creek, and bridge replacement and widening at Tolay Creek, which would require fill in state and federally listed species habitat. The project would result in the permanent loss of wetlands and other waters. Additionally, there would be permanent shading from the bridge widenings.

### **Findings:**

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### **Statement of Facts:**

Mitigation measures would reduce impacts to less than significant. Compensatory mitigation for listed species and wetland fill would offset potential direct and/or indirect impacts as identified in the Final EIR, Addendum, and Final Supplemental EIR. Additionally, avoidance and minimization measures would reduce impacts. Some of these measures would include Worker Environmental Awareness Training; Nesting Bird Protection; pre-construction surveys; wetland protection; species monitoring; construction noise protocols; species surveys; and wildlife relocations.

## DOCUMENT AVAILABILITY

Documents or other material which constitute the record of the proceedings upon which the California Transportation Commission's decision is based are available at: [Caltrans District 4, 111 Grand Avenue, Oakland, CA 94623](#).

Paul Golaszewski

Chief Deputy Director

Signature

Date