

From: [John Arciniega](#)
To: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)
Subject: State Highway 37 funding Approval
Date: Thursday, August 6, 2026 2:37:24 PM

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In a few days the CTC will vote on approving funding for State Route 37.
I heartily recommend a YES vote! For too long
Highway 37 has been the step-child of the CA highway system.
Time is of the essence as Highway 37 needs major attention now in view of the
increased
use of this major traffic artery.
Eventually, perhaps not in my lifetime, an elevated roadway from Mare Island to
US101
will be necessary. In the meantime a steady, dedicated funding flow is needed to
keep State
Highway 37 repaired and operational.
John Arciniega

Sent from my iPhone



August 14, 2026

Clarissa Reyes Falcon, Chair
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 945814

Re: State Route 37 allocations – Support for Items 108, 124, and 130

Dear Chair Falcon:

I am writing on behalf of Sonoma Land Trust to express our support for the State Route 37 allocations related to the Sears Point to Mare Island project, the Tolay Creek Bridge replacement and SR 121 intersection improvements that are part of the overall project, as well as the Novato Creek Bridge project. These efforts represent exactly the kind of integrated, multi-benefit approach to transportation infrastructure, climate adaptation, and ecological restoration that is critical to the advancement of our work on the Tolay Creek Baylands Restoration. The bridge replacement and channel widening will allow the necessary tidal flow for marsh restoration and will at the same time reduce the vulnerability of this section of SR 37 to flooding in the near-term.

The SR 37 corridor is one of the region's most vulnerable transportation assets. It is also an irreplaceable gateway to thousands of acres of tidal baylands with significant restoration potential. These projects will provide resilience to this commuter corridor ahead of sea level rise and enable restoration of historic baylands that support critical habitat in San Pablo Bay.

The projects before the CTC in August reflect years of sustained collaboration among state agencies, regional bodies, and local partners, including Caltrans, the Department of Fish and Wildlife, the Metropolitan Transportation Commission, the San Francisco Bay Conservation and Development Commission, Sonoma Land Trust, the Vallejo Flood and Wastewater District, and the San Francisco Bay Regional Water Quality Control Board. This level of coordination is not common but shows the value of good collaboration and communication across governmental agencies. We view the Resilient SR 37 Program as a potential national model for nature-based climate adaptation at scale.

Thank you for your consideration and support for these critical projects.

Sincerely,

Eamon O'Byrne
Executive Director