

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021110045

Project Title: State Route 37 Flood Reduction Project

Lead Agency: California Department of Transportation, District 4

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Project Location: Novato
City

Marin
County

Project Description (Proposed actions, location, and/or consequences).

The purpose of the Project is to build resiliency to the effects of projected 2130 sea level rise (SLR) and stormwater overtopping onto SR 37 from Post Mile (PM) PM R11.2 to PM 13.8 in Marin County. The Project proposes a causeway that would be 35 feet in elevation and consist of four 12-foot-wide lanes, a 22-foot-wide median with a 2-foot-wide median barrier, two 10 foot-wide inside shoulders, two 12-foot-wide outside shoulders, two 2-foot-wide outside barriers, and a 14-foot-wide bicycle or pedestrian path with a 2-foot-wide barrier, for a total roadway width of 114 feet. There would be no change to the long-term vehicular capacity on SR 37. To maintain regional connectivity, the Project would be phased with the most flood-prone component, the Novato Creek Bridge and connecting structures, being built in Phase 1. Phase 2 would raise the rest of SR 37 within the Project area to reduce flooding and improve resiliency. The Project impacts would include the following resources: visual, biological resources, and transportation.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Project would have less than significant impacts to biological resources and transportation with mitigation incorporated. Proposed mitigation measures include the following:

MM-BIO-1: Compensatory Mitigation for Wetlands and Other Waters

MM-BIO-2: California Red-legged Frog Compensatory Mitigation

MM-TRANS-1: Prepare Traffic Analysis

The Project would have significant and unavoidable impacts to Aesthetics/Visual resources. Avoidance and Minimization Measures would be implemented and include the following:

AMM-AES-1: Restore Disturbed Areas

AMM-AES-2: Design Contours to Mimic Natural Terrain

AMM-AES-3: Lighting

AMM-AES-4: Screen Construction Area

AMM-AES-5: Bridge Design Enhancement

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Based on public input following the first public scoping process and subsequent feedback received on the SR 37 PEL Study, Caltrans revised the proposed Project to raise SR 37 on a causeway. A second virtual public scoping meeting was held on December 14, 2022 to address the changes to the proposed Project present in November 2021. The following areas of known controversy and issues to be resolved were identified through the public outreach process:

- Potential for an increase in indirect flooding from the Project on the Sonoma-Marín Area Rail Transit SMART rail tracks, and potential impacts on the existing levee system.
- Potential for cumulative impacts.
- Potential disruption to access and signed detours along the Project corridor during construction, and impacts on the movement of heavy trucks during peak hours during construction.
- Potential impacts on biological resources such as the Novato Creek, Simonds Slough, and wetlands.
- Initiation of coordination with public agency.

At this time, no other controversies are known by the Lead Agency, Caltrans District 4.

Provide a list of the responsible or trustee agencies for the project.

Below is a list of the responsible and cooperating agencies on the Project:

California Transportation Commission
California Air Resources Board
California Coastal Conservancy
California Highway Patrol
California Department of Fish and Wildlife, Region # 3
Environmental Protection Agency, Region 9
Native American Heritage Commission
Office of Historic Preservation
San Francisco Regional Water Quality Control Board, Region # 2
San Francisco Bay Conservation and Development Commission
California State Lands Commission
California State Water Resources Control Board
U.S. Fish and Wildlife Services
National Marine Fisheries Service
U.S. Army Corps of Engineers
U.S. Coast Guard