



DATE: January 28, 2016

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Authorize Executive Director to sign CEQA Categorical Exemption and agreement with County of Marin for Construction Management Services for TAM Junction Bicycle Lane Project (Action), Agenda Item 8

RECOMMENDATION:

It is recommended that the TAM Board consider and approve the Categorical Exemption Determination along with supporting documentation including technical reports for the TAM Junction Bicycle Lane Project. It is also recommended that the TAM Executive Director be authorized to sign the CEQA Categorical Exemption and to enter into an agreement with the County of Marin for Construction Management Services.

BACKGROUND:

TAM staff were made aware of pedestrian and bicycling circulation needs in the TAM Junction area of Tam Valley and agreed to look into a potential project. During preliminary engineering, Caltrans informed TAM that pedestrian improvements were the responsibility of the State and that a project currently scheduled for construction in 2018 would be completed to provide a continuous sidewalk from the Coyote Creek Bridge to Flamingo Road on the southwest side of State Route 1. TAM has sponsored a separate project for bicycle improvements. TAM has coordinated with Caltrans to make sure that the two projects can co-exist without having to redo work.

TAM has utilized a variety of fund sources to further the project. Part of this effort included assisting Caltrans in the development of a Project Study Report for the entire corridor, assuring the bike and pedestrian improvements are well-coordinated and both are proceeding to be constructed.

In 2010, the TAM Board adopted resolution 2012-06 thereby adopting State CEQA guidelines. The resolution allows the TAM Board to accept CEQA determinations.

DISCUSSION/ANALYSIS:

The local community has identified bicycle movement through the TAM Junction area as a significant need. Of particular concern is the high volume of Mill Valley Middle School students riding the wrong way in the shoulder areas of Route 1.

This project will construct Class II bike lanes on both sides of Shoreline from Flamingo Avenue to the existing path. Also, the Class II bike lanes will extend to Helen Avenue along Almonte Avenue and connect to the existing bike lanes. The project includes drainage improvements at the Almonte and Shoreline intersection to help improve periodic flooding.

TAM is in the process of negotiating an agreement with the County of Marin to provide Construction Management services. Staff is seeking authorization to enter into an inter-agency agreement upon completion of the negotiations. The County of Marin has served as the Construction Manager for several other TAM projects recently, including the Central Marin Ferry Connection.

The project will be built within State right of way and an encroachment permit from Caltrans will be required. The initial submittal to Caltrans is scheduled for the end of January. Caltrans will also act as the lead for the National Environmental Policy Act (NEPA) environmental document.

TAM is the implementing agency for this project and will be the environmental lead agency under the California Environmental Quality Act (CEQA). This project qualifies as Categorical Exempt under the CEQA guidelines. Staff is requesting that the TAM Board authorize the Executive Director to sign the CEQA documents. The approval of the CEQA determination will pave the way for TAM to submit the project design for Caltrans to issue an encroachment permit.

FISCAL CONSIDERATION:

This project has a variety of funding sources:

\$48,000 from CMA Planning for Preliminary Engineering;
\$20,000 from TDA for Environmental;
\$175,000 from OBAG for Environmental and Final Design;
\$80,000 from TFCA for Utility Relocation and Construction Management; and
\$350,000 from TAM Safe Pathways for Construction Capital and Construction Management.

This funding is expected to be sufficient to complete the project. However, several risks remain related to utility relocation costs and Caltrans review. PG&E is months away from determining shared costs for the utility relocation and Caltrans will be reviewing the plans, specifications, cost estimate, and NEPA Environmental Document. Unanticipated construction issues also remain a risk.

NEXT STEPS:

TAM staff will be working with Caltrans over the next few months to finalize the NEPA documentation and the plans/specifications. Depending on the length of the review time, it is possible that the project may be ready for construction in Summer of 2016. Construction duration is expected to require less than 60 days.

ATTACHMENTS:

- A: General Project Layout with Lane Striping
- B: CE Determination Form
- C: Air Quality Study (online only)
- D: Archaeological Study (online only)
- E: Hazardous Waste Assessment (online only)
- F: Natural Environment Study (online only)

Rev	Date	Description	Designed	Drawn	Checked
1	08/14/15	65% CD SUBMITTAL			
			RUS	SAS	AGC

TRANSPORTATION AUTHORITY OF MARIN
STRIPING PLAN
BIKE & PEDESTRIAN IMPROVEMENTS
SHORELINE HIGHWAY, MILL VALLEY

City Of
Mill Valley

County Of
Marin

State Of
California

Prepared Under the Direction of:

Sheet
C5.0

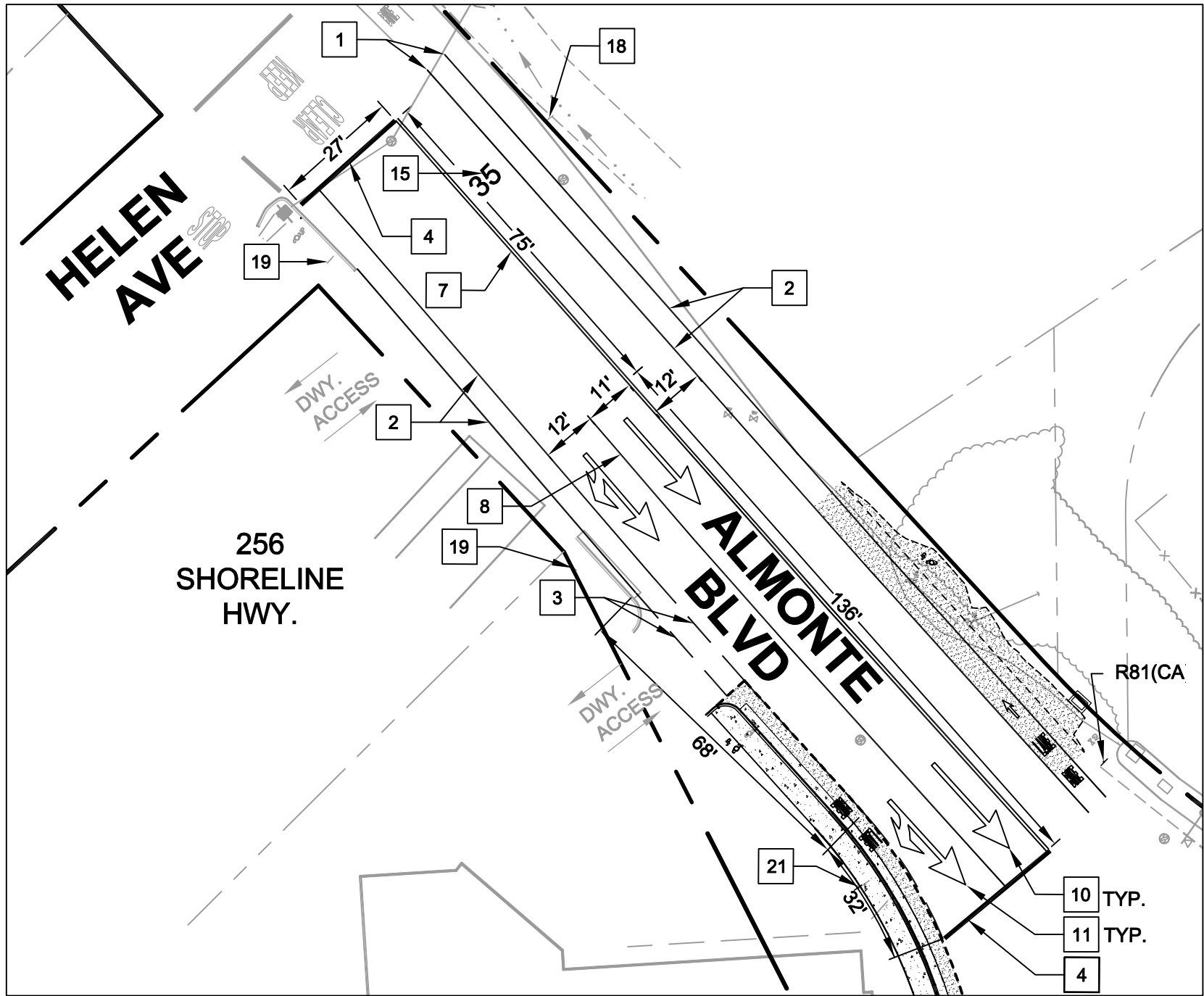
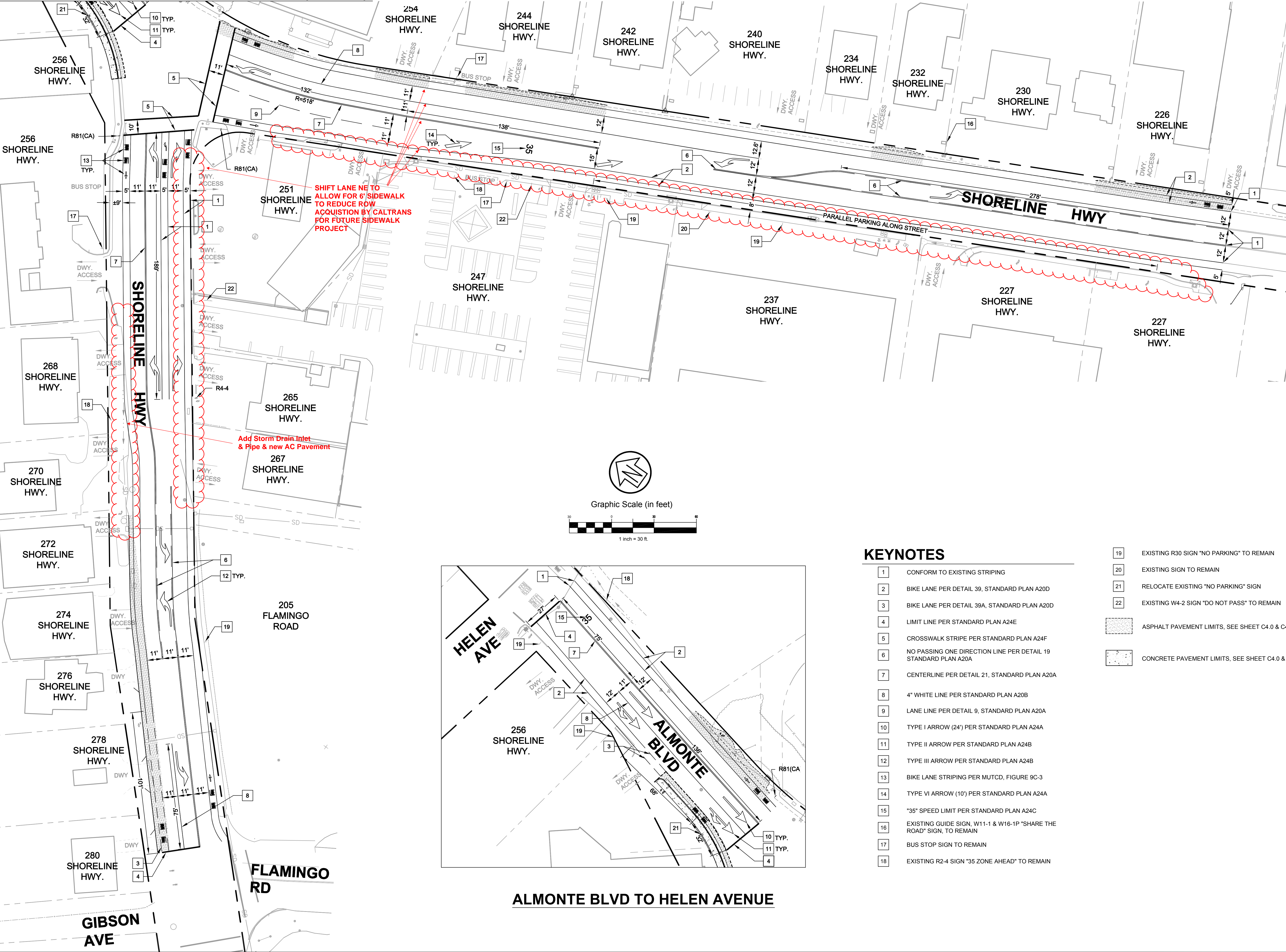
Scale: NTS

Date: 08/14/15

Project Number: 4.1187.00

Plan File: D5255.05

SEE ALMONTE BLVD TO HELEN AVENUE (BELOW)



ALMONTE BLVD TO HELEN AVENUE

KEYNOTES

- 1 CONFORM TO EXISTING STRIPING
- 2 BIKE LANE PER DETAIL 39, STANDARD PLAN A20D
- 3 BIKE LANE PER DETAIL 39A, STANDARD PLAN A20D
- 4 LIMIT LINE PER STANDARD PLAN A24E
- 5 CROSSWALK STRIPE PER STANDARD PLAN A24F
- 6 NO PASSING ONE DIRECTION LINE PER DETAIL 19 STANDARD PLAN A20A
- 7 CENTERLINE PER DETAIL 21, STANDARD PLAN A20A
- 8 4" WHITE LINE PER STANDARD PLAN A20B
- 9 LANE LINE PER DETAIL 9, STANDARD PLAN A20A
- 10 TYPE I ARROW (24") PER STANDARD PLAN A24A
- 11 TYPE II ARROW PER STANDARD PLAN A24B
- 12 TYPE III ARROW PER STANDARD PLAN A24B
- 13 BIKE LANE STRIPING PER MUTCD, FIGURE 9C-3
- 14 TYPE VI ARROW (10') PER STANDARD PLAN A24A
- 15 "35" SPEED LIMIT PER STANDARD PLAN A24C
- 16 EXISTING GUIDE SIGN, W11-1 & W16-1P "SHARE THE ROAD" SIGN, TO REMAIN
- 17 BUS STOP SIGN TO REMAIN
- 18 EXISTING R2-4 SIGN "35 ZONE AHEAD" TO REMAIN

- 19 EXISTING R30 SIGN "NO PARKING" TO REMAIN
- 20 EXISTING SIGN TO REMAIN
- 21 RELOCATE EXISTING "NO PARKING" SIGN
- 22 EXISTING W4-2 SIGN "DO NOT PASS" TO REMAIN
- ASPHALT PAVEMENT LIMITS, SEE SHEET C4.0 & C4.1
- CONCRETE PAVEMENT LIMITS, SEE SHEET C4.0 & C4.1

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

04-Marin-1-TAM	0.6 to 0.7	04 2G690	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. <i>Use Continuation Sheet, if necessary.</i>)			
<p>The Transportation Authority of Marin (TAM) is proposing the TAM Almonte Boulevard-Shoreline Highway Bicycle and Pedestrian Improvements Project (project). TAM determined that there is a need to improve connectivity, accessibility, and circulation for pedestrians and bicyclists in the vicinity of TAM Junction. Bicycle lanes are not currently provided along the east side of SR-1 between Coyote Creek and Almonte Boulevard, and along SR-1 between Flamingo Road and Almonte Boulevard. The project location is at Tam Junction along SR-1 in Mill Valley, Marin County. The eastern extent of the project is approximately 215 feet northwest of the bridge crossing of Coyote Creek, the southwestern extent is Flamingo Road, and the northern extent is approximately 120 feet north of the intersection of Almonte Boulevard and SR-1. The project would install new or reconstruct existing sidewalks and ramps, adjust driveway cross slopes, restripe approximately 1,542 feet of SR-1 to allow for 5-foot bicycle lanes, install push buttons and audible pedestrian signals to current Americans with Disabilities Act (ADA) standards, replace a traffic signal, and construct and modify drainage facilities to accommodate ADA improvements and bicycle lanes. All proposed construction activities would occur on existing pavement and developed road shoulders. This project will receive federal and state funds.</p>			
CEQA COMPLIANCE (for State Projects only)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):			
<ul style="list-style-type: none"> • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource. 			
CALTRANS CEQA DETERMINATION (Check one)			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input checked="" type="checkbox"/> Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)			
<input type="checkbox"/> Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)]			
_____ Print Name: Environmental Branch Chief		_____ Print Name: Project Manager/DLA Engineer	
_____ Signature	_____ Date	_____ Signature	_____ Date
NEPA COMPLIANCE			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> • does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and • has considered unusual circumstances pursuant to 23 CFR 771.117(b). 			
CALTRANS NEPA DETERMINATION (Check one)			
<input checked="" type="checkbox"/> 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c)(3,22) <input type="checkbox"/> 23 CFR 771.117(d): activity (d)() <input type="checkbox"/> Activity ____ listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.			
_____ Print Name: Environmental Branch Chief		_____ Print Name: Project Manager/DLA Engineer	
_____ Signature	_____ Date	_____ Signature	_____ Date
Date of Categorical Exclusion Checklist completion:		Date of ECR or equivalent :	

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

04-Marin-1-TAM	0.6 to 0.7	04 2G690	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

The project will not result in socioeconomic impacts. It is not a Type 1 project as defined in 23 CFR 772.5(h). It does not add through lanes or change the horizontal or vertical alignment of the affected roads, or require noise abatement measures. Traffic control measures might be required during project construction.

Biological Resources
A Natural Environment Study/Minimal Impacts (NES/MI) was prepared to document special-status species and/or their habitat that have the potential to occur in the project footprint. A biologist conducted a field review on July 29, 2015 and the following databases were reviewed: U.S. Fish and Wildlife Service (USFWS) IPaC Trust Resource Report, California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS) online Inventory of Rare and Endangered Vascular Plants of California, and USFWS Critical Habitat Portal. No habitat for special-status species occurs within the project footprint.

With the implementation of project avoidance and minimization measures, there are no anticipated direct, indirect, or cumulative impacts to special-status species or habitat as a result of the project within the surrounding Biological Study Area (BSA). Avoidance and minimization measures include constructing the project outside of the breeding season for Ridgway's rail and California black rail, or conducting protocol-level surveys for those species to determine presence/absence. In addition, nesting bird surveys would be conducted prior to construction if the project takes place during the nesting season and measures to protect water quality (e.g., stormwater pollution prevention plan [SWPPP]) would be implemented.

The project would avoid all impacts to natural aquatic features, including wetlands and streams; however, the project may require modification of manmade drainage facilities. Therefore, the project may require A Clean Water Act (CWA) Section 404 U.S. Army Corps of Engineers Nationwide Permit and a Section 401 Water Quality Certification from the San Francisco Bay Regional Water Quality Control Board. Section 7 consultation with the USFWS is not required.

Cultural Resources
AECOM conducted a records search at the Northwest Information Center. The search parameters included the APE and a 0.5 mile radius. AECOM also examined the following documents:

- Office of Historic Preservation Historic Property Data File (2012)
- Archaeological Determinations of Eligibility (2012)
- NRHP/CRHR listing (2006 and updates)
- California Inventory of Historic Resources (1976)
- California State Historical Landmarks (1996)

The records search identified eight sites in the 0.25-mile radius and 11 additional sites in the 0.5-radius.

The APE and surrounding area exhibited reduced visibility because of intense development, including pavement and fill. Because the archaeological Area of Potential Effects (APE) is limited to existing pavement and developed road shoulders no survey was conducted.

The background search did not identify any cultural resources in the APE. Because the archaeological Area of Potential Effects (APE) is limited to existing pavement and developed road shoulders, project activities are extremely unlikely to encounter any in situ cultural resources, and no subsurface investigations are recommended.

Hazardous Waste
The project involves limited soil excavation. An Initial Site Assessment (ISA) was prepared for the project. A search of various governmental databases was conducted by EDR and was reviewed, in addition to a visual site survey and review of historical aerial photographs and topographic maps, to determine the potential for environmental contamination of the subject property from on-site and/or off-site sources of concern. According to the EDR report, 33 database listings for properties that have used, stored, or have had documented releases of hazardous materials within the ASTM-recommended search distances from the project corridor were identified. Three of the four leaking underground storage tank (LUST) site listings have been closed, and the fourth LUST is located east of Coyote Creek from the project (40 Shoreline Hwy). Of the two SLICs, one is a Cleanup Program Site and the other case was closed in 2012. Of the 33 database listings, none are located within the project footprint. Due to the minimal amount of ground disturbance required for construction, identified sites are not expected to present a recognized environmental condition to the project.

Based on the visual site survey, it was observed that transformers are present on electrical poles within the project corridor. Excavation in the vicinity of leaking transformers may result in exposure to polychlorinated biphenyls (PCBs). None of the poles requiring relocation as part of the project have transformers. It was also observed that ground striping and paint are present along the project corridor, which have the potential for high concentration of lead and would therefore require disposal off-site at an appropriate disposal facility if removed as part of the project. In addition, lead concentrations in project soils may be elevated due to historic vehicle emissions from the pre-1996 use of leaded gasoline. A Lead Compliance Plan is required on all jobs where there is soil disturbance and will therefore be required to be prepared and implemented during project construction.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

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Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Air Quality
The project is located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide, PM2.5, or PM10. The project is exempt from all project-level conformity requirements, as the project type is a bicycle and pedestrian facilities project (40 CFR 93.126). Thus, all air quality conformity requirements have been met.

Water Quality/Stormwater/Hydrology
No waterways are located within the project footprint; Coyote Creek is located approximately 215 feet southeast of the eastern extent of the project. As mentioned in regards to biological resources, a SWPPP would be implemented to protect water quality. With implementation of the SWPPP and associated best management practices (BMPs), the project would not adversely affect water quality.

Floodplains
Portions of the project within the 100-year floodplain of Coyote Creek are located west of Caltrans Bridge (#27 0018) and Almonte Boulevard. Improvements within the floodplain include replacement of asphalt shoulders, roadway striping, and installation of three ADA ramps. New drainage inlets will be installed to address localized ponding for minor storm events along the northeasterly shoulder at the SR-1 and Almonte Blvd intersection. New storm drain pipes will connect these drainage inlets into the existing storm drain system along the northeasterly side of SR-1; which flows into the Coyote Creek pump station. No physical barriers will be installed within the floodplain. There is no significant increase in hardscape within the project area. Consequently, there will be no significant increase in stormwater runoff that would affect the base flood elevation within the floodplain.

Avoidance and Mitigation Measures
Biological Resources

1. Work will be restricted to outside the breeding season for Ridgway's rail and California black rail (September 1 to January 31). No work will occur between February 1 and August 31. In the event that construction activities are scheduled to occur within the breeding window for Ridgway's rail (February 1 to August 31) or California black rail (February 1 to June 30), protocol-level surveys for these species will be conducted prior to construction. If Ridgway's rail and California black rail are detected during protocol-level surveys and have the potential to be affected by construction-related noise or increased human presence, all construction activities should be halted until the end of the breeding season (August 31 for Ridgway's rail or June 30 for California black rail).
2. Migratory birds may nest or roost in the BSA. Occupied nests and eggs of native migratory birds are protected by CDFW Code Sections 3503 and 3503.5, and the federal Migratory Bird Treaty Act. If construction activities occur during the nesting season (February 1–August 31), a qualified biologist will survey for nesting birds, including raptors, no more than 14 days before the start of construction. The survey areas will include the BSA and an area 300 feet beyond the BSA boundaries. If active nests are detected in the survey area, work within 50 feet of the nest of passerine species, 100 feet of San Pablo song sparrow, or 300 feet of a raptor nest will be avoided until a qualified biologist determines that nesting activity has been completed.
3. Construction activities will be confined to approved work areas (within the paved roadway and developed or disturbed road shoulders). No construction activities will occur within salt marsh habitat.
4. If a listed species is encountered during project construction, all work that may result in direct injury, disturbance, or harassment of the individual will cease immediately. The project biologist will contact USFWS and/or CDFW the same day that the individual is detected, to determine the appropriate course of action to avoid direct or indirect impacts to the listed species.
5. To eliminate an attraction to predators of protected species, all food-related trash items (e.g., wrappers, cans, bottles, and food scraps) will be disposed in solid, closed containers (trash cans) and will be removed from the entire construction site at the end of each working period.
6. No firearms will be permitted at the construction site at any time.
7. No pets will be allowed in the construction area at any time.
8. A Stormwater Pollution Prevention Plan (SWPPP) or similar plan and erosion control BMPs will be developed and implemented to minimize any wind or water-related material discharges. The SWPPP will provide guidance for design staff to include provisions in construction contracts for measures to protect sensitive areas and prevent and minimize stormwater and non-stormwater discharges.
9. During ground-disturbing activities, dust control measures, such as water trucks, will be used.
10. Before the onset of construction activities, a qualified biologist will conduct a Worker Environmental Awareness Program (WEAP) training for construction workers. At a minimum, the training will include a description of the four special-status wildlife species potentially occurring in the BSA (i.e., salt marsh harvest mouse, Ridgway's rail, California black rail, and San Pablo song sparrow), and protection under the federal Endangered Species Act for federally listed species; the measures to be implemented to conserve listed species and their habitats as they relate to the work site; and boundaries within which construction may occur. A fact sheet conveying this information will be prepared and distributed to all construction workers before they begin construction. After completion of the program, attendees will sign a form stating that they have taken the training and understand all of the avoidance and minimization measures.

Hazardous Waste

- Prior to construction, a Lead Compliance Plan shall be developed to address potential lead hazards (lead-based paint in pavement striping/paint/markings and aerially-deposited lead in soil). Handling and disposal shall be done in compliance with applicable provisions of the California Hazardous Waste Control Act.
- If any transformer located along the project corridor appears to be leaking at the time of excavation, soil in the vicinity of the pole must be tested for PCBs.
- Given that the project includes excavation, the potential exists to encounter unknown hazardous waste and contamination during construction. In the event that unanticipated contamination is encountered during construction, the Unknown Hazardous Procedure, found as Figure 7-1.1 in the Caltrans Construction Manual, shall be followed.