



DATE: August 24, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Nicholas Nguyen, Principal Project Delivery Manager

SUBJECT: Authorize the Executive Director to Negotiate and Execute a Contract, Not to Exceed \$700,000, with BKF Engineers to Prepare 30 Percent Design Plans for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects. (Action), Agenda Item No. 9f

RECOMMENDATION:

Move to authorize the Executive Director to negotiate and execute a contract, not to exceed \$700,000, with BKF Engineers to initiate design plans and associated work for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects.

BACKGROUND AND PAST ACTIONS:

The Marin-Sonoma Narrows Project is widening approximately 17 miles of US 101 from four to six lanes by adding carpool lanes in each direction; creating a controlled access freeway and upgrading the highway to current freeway standards from Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County). It is part of the overall regional plan to provide continuous carpool lanes through Marin and Sonoma Counties.

In addition to the carpool lanes, new interchanges and frontage roads are being built to remove unsafe access from private properties and local roads. The project also includes continuous Class I and Class II bikeways between Novato and Petaluma.

The US 101 Corridor is a Lifeline Corridor that connects our major cities - San Francisco, San Rafael, Novato and Santa Rosa - serving goods movement, recreational travel and commuters. Construction of the 17-mile project is progressing with a combination of local funds and state funds. But critical funding gaps still exist, impeding the delivery of goods, services and workers all along Highway 101 from San Francisco, through Marin and Sonoma Counties. To deliver this project, TAM, Sonoma County Transportation Authority (SCTA) and Caltrans have initiated a strategy of dividing the 17-mile project into a series of fundable contracts and are building the project in phases based on operational priority and funding availability.

With SCTA's two remaining MSN projects ready for construction and the State's Senate Bill (SB)-1 providing upcoming transportation funding for projects like the Narrows, it is imperative that TAM begins design of the last two major segments (B1 Phase 2 and A4) in Marin to position itself for additional advance design funding, as well as key construction funding, to complete the entire corridor. The design work is for the final completion of both the northbound and southbound HOV Lane.

DISCUSSION/ANALYSIS:

Towards this end, the first step in the public procurement process was to advertise and select a design firm. A Request For Qualifications and Proposal (RFQ/P) was distributed through a variety of channels, including noticing to known transportation design firms, noticing on TAM's website, and publishing in the Marin Independent Journal. Four submittals were received on July 17th; from Wood Rodgers, WMH, Mark Thomas & Co, and BKF Engineers. Staff reviewed the submittals thoroughly, and interviewed two firms. Of the two firms, BKF Engineers was ranked the highest by the interview panel.

Staff is currently reviewing the firm's submittal, and based on initial review deem that BKF Engineers is a qualified firm with good references to perform the needed services.

Staff recommends that the Board authorize the Executive Director to negotiate and execute a contract, not to exceed \$700,000, with BKF Engineers to initiate design plans and associated work for the Highway 101 Marin Sonoma Narrows B1-Phase 2 and A4 Projects, pending complete review of the firm's submittal. Future contract amendment will be necessary as additional funds become available to expand the scope and provide 100 percent complete, construction-ready plans.

FISCAL CONSIDERATION:

The TAM Board approved OBAG2 funds for this 30% Design work. Funds are available in this fiscal year's budget to perform the work, and no budget adjustment will be required to meet the needs of this contract award.

Note that the design of the Narrows has become an urgent need due to the sudden availability of major capital construction funding through SB1. TAM's funds will only enable a portion of the design. Most of SB1 funds are available for only capital construction. TAM staff are diligently seeking other fund sources to complete design; shortfall is approximately \$3.5 million. If TAM cannot secure the remaining design funds, it may fall out of the capital funding competition being enabled by SB1.

The 30% Design will be completed in early Spring 2018. It will behoove TAM and its partners, Caltrans, the CTC and MTC to locate the remainder of the design funds by then to keep the projects moving forward.

NEXT STEPS:

If authorized, the Executive Director will negotiate and execute a contract with BKF Engineers.