



**DATE:** September 28, 2017

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Project Budget and Contract Budget Increase for CSW / Stuber Stroeh for the Tam Junction Project (Action), Agenda Item No. 9c

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**RECOMMENDATION:**

Authorize the Executive Director to increase the Not to Exceed amount of Contract C 14/15-10 with CSW / Stuber Stroeh by \$30,000 to \$279,000. Contract term to remain unchanged.

Increase funding from OBAG1 for the Tam Junction Project by \$30,000 to \$205,000. Funds to be redirected from unused portion of OBAG1 funds for CMA Planning. Increase Tam Junction Project Budget to \$610,000 for FY 17/18. Note, this will move the remaining unspent Project Budget from FY 16/17 to correspond with the actual year of expenditure.

**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 the 2019/2020 timeframe 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 is sponsoring a separate project for bicycle access 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 (including preliminary environmental analysis) for the entire corridor, assuring the bike and pedestrian improvements are well-coordinated and both are proceeding to be constructed. On December 1, 2016 the TAM Board authorized the Executive Director to award a contract for Construction. Since that time, unanticipated environmental and permitting issues arose, delaying the start of the Project until August 2017.

**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 a small portion of the periodic flooding.

TAM awarded the construction contract to Ghilotti Brothers of San Rafael on December 1, 2016. After award, the State Department of Transportation working as the Federal environmental lead required several unanticipated environmental studies (bird and Archaeological), for areas that initially were believed to be outside the impact area of the Project. The time associated with the studies pushed the project in to the nesting season for two bird species and required two new site specific nesting surveys. These studies along with additional electrical and traffic signal work has led to unanticipated work by our consulting team requiring additional budget.

Staff has reviewed the recent budget increase request from CSW and feel the increase is justified. Therefore, an increase of \$30,000 is recommended. Note, this is the remaining amount from the original request of \$64,000 from CSW/ST2; \$34,000 was approved at the August TAM Board meeting. However, insufficient Project funding remained at that time for the full CSW authorization for design services and design services during the construction phase.

Staff note that additional budget adjustments may likely be required to fund construction change orders. Construction is approximately at the one-third completion point and one-half of the available modest contingency has been required to this point. Staff would like to determine the magnitude of the potential increase before authorizing additional project budget. An update will be provided at the October TAM Board meeting.

**FISCAL CONSIDERATION:**

This project has a variety of funding sources:

- \$48,000 from CMA Planning for Preliminary Engineering;
- \$20,000 from TDA Article 3 for Environmental;
- \$175,000 from OBAG1 for Environmental and Final Design;
- \$80,000 from TFCA for Construction Management;
- \$350,000 from TAM Safe Pathways for Construction Capital and Construction Management; and
- \$178,000 from Measure A 5% Bonding Reserve.

This funding is no longer sufficient to complete the full project. It is recommended that \$30,000 of the remaining CMA Planning funds remaining from FY 2016-17 be assigned to this need.

At the time of preparation of the FY 17/18 TAM Budget, this Project was scheduled to be constructed during late May and June of 2017 and the majority of the Project Budget was placed in FY 16/17. The delay for the final plan revisions placed the start of construction date to August which moved Fiscal Year budgets. These FY 16/17 funds were not used and need to be moved to the FY 17/18 TAM Budget. Therefore, staff is

recommending increasing the Tam Junction Project Budget from \$250,000 to \$610,000 for FY 17/18 and to make the necessary updates to the budget.

**NEXT STEPS:**

The contractor is about to begin work near the Almonte / Shoreline traffic signal and also start the storm drain improvements. These are the two work items in the Project that have the most potential for cost increases due to the older infrastructure. The remaining Project contingency may be insufficient if significant unexpected existing conditions are encountered. Staff will return to the Board for additional authorization to complete the Project if necessary.

**ATTACHMENTS:** None

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