



**DATE:** January 25, 2018

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

**FROM:** Dianne Steinhauser, Executive Director  
Bill Whitney, Principal Project Delivery Manager

**SUBJECT:** North-South Greenway Gap Closure Project – MTC Funding Request & Contract Amendment, Northern Segment (Action) - Agenda Item No. 9c

---

**RECOMMENDATION:**

Staff is recommending the Board (1) approve a Resolution authorizing the Executive Director submit a request to the Metropolitan Transportation Commission (MTC) to allocate Regional Measure 2 toll bridge funds for the design phase of the North-South Greenway Gap Closure Project (Northern Segment) in the amount of \$500,000; and (2) authorize the Executive Director execute a contract amendment with the consulting firm Moffatt & Nichol to complete the final design, including construction documents and permits.

This additional funding allocation request is necessary to address unforeseen issues requiring staff and consulting team to address and resolve that have been encountered during the final design process. Funds are available in the existing program budget for the North-South Greenway Project. This action will transfer funds programmed for the final phase of the southern segment to the northern segment.

**BACKGROUND:**

The North South Greenway Gap Closure Project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive with the pedestrian bridge recently completed over Sir Francis Drake Boulevard. The overall scope of work includes two distinct segments of new path, a northern segment and a southern segment. The northern segment includes widening of the Caltrans northbound off-ramp structure over Corte Madera Creek to create a new multi-use path, and extending the path south along Old Redwood Highway to the existing Greenbrae pedestrian overcrossing. TAM is the implementing agency for the design of the northern segment. The southern segment is in the environmental phase and is assessing various alignment options including use of SMART right-of-way and potential use of Old Redwood Highway. The SMART alignment crosses multiple jurisdictions and entities including the City of Larkspur, the Town of Corte Madera, the County of Marin, and SMART. The County of Marin has agreed to be the implementing agency for the environmental phase of the southern segment.

Staff and the consulting team have been developing the project’s design based on direction from the Board and input from project stakeholders. We have worked closely with Caltrans and followed their directions in the project development process. We have also worked closely with the City of Larkspur to ensure our common goals are achieved.

**DISCUSSION/ANALYSIS:**

Staff and our consulting team have been working to advance the design from the 65% level and expect to reach the 95% complete package at the end of January 2018. During this time we have taken steps to continually assess the scope and value engineer design features to meet the goals of our partners and stakeholders. We have engaged in a much higher level of effort developing detailed design than what was originally estimated. Additional effort is also occurring to avoid conflicts with existing high risk utilities and to ensure we avoid or minimize potential impacts on the natural environment.

As we advance the project's final design and completion of the construction documents we anticipate further revisions will be necessary to address resource agency permitting conditions. Caltrans as lead agency for the permitting process has received verbal and draft written comments that were not anticipated by the team and will likely require further negotiations and possible design revisions. TAM staff and our team have been, and will be, meeting with Caltrans and resource agency staff to finalize and agree upon permit conditions which will include direction specific to how the project is to be constructed, as well as the scope of avoidance and/or restoration measures.

At the conclusion of the 95% design and concurrence of permit conditions an updated construction cost estimate will be prepared. The Board will be informed and kept up to date on budget issues as they develop. It should be noted that the costs for environmental and design services, including staff project management costs, account for approximately 28% of total project costs. This is well within the expected range for "soft costs" required for project development of a project of this nature. It should also be noted the time required to complete final design and prepare the construction documents was significantly greater than staff and the consultant estimated when the scope and fee were originally developed. The actual duration required to finalize the project in advance of construction was half again as much time than initial thought.

**FISCAL CONSIDERATION:**

Funds are available in the existing program budget for the North-South Greenway Project. This action will transfer \$500,000 in funds programmed for the final phase of the southern segment to the design phase of the northern segment as detailed in the attached Initial Project Report Update, specifically under Section III "Project Budget". We do not believe moving these funds from the southern segment will jeopardize project delivery of that project.

**NEXT STEPS:**

Submit the allocation request to MTC for consideration and action. Staff has coordinated this allocation request with MTC and they support this action.

**ATTACHMENTS:**

Initial Project Report Update and Allocation Request Resolution

# **REGIONAL MEASURE 2**

INITIAL PROJECT REPORT (IPR)

**Project No: 11.5**

**North South Greenway Gap Closure Project**

**Project Sponsor:  
Transportation Authority of Marin**

**TAM Board Action Date: January 25, 2018**

**Regional Measure 2 – INITIAL PROJECT REPORT**

# Regional Measure 2

## Initial Project Report (IPR)

---

**Project Title:**

North South Greenway Gap Closure Project

**RM2 Project No.**

11.5

**Allocation History:**

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
<b>#1</b>	7/23/2014 Allocation No. 15364915	\$2,600,000	Environmental
<b>#2</b>	12/9/15 (PAC)	(\$750,000)	Re-direct funds from 11.5 (Southern Segment) to 11.4
<b>#3A</b>	8/24/16 (DA)	\$500,000	Northern Segment Design
<b>#3B</b>	9/28/16 (Comm)	\$1,000,000	
<b>#4</b>	12/14/16	\$850,000	R/W - Southern Segment
<b>Total:</b>		<b>\$4,200,000</b>	

**Current Allocation Request:**

<b>IPR Revision Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
1/25/18	\$500,000	PS&E (Northern Segment)

## Regional Measure 2 – INITIAL PROJECT REPORT

### I. OVERALL PROJECT INFORMATION

#### A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Sponsoring Agency: The Transportation Authority of Marin (TAM)  
 Implementing Agency: TAM, Caltrans & County of Marin

#### B&C Project Purpose/ Description

The North South Greenway Gap Closure Project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive with the pedestrian bridge recently completed over Sir Francis Drake Boulevard (RM2 Project No. 11.4). The overall scope of work includes two distinct segments of new path, a northern segment and a southern segment. The northern segment includes widening of the US101 northbound off-ramp structure over Corte Madera Creek using the existing bent caps to create a widened shoulder and new multi-use path, and extending the path south along Old Redwood Highway to the existing pedestrian overcrossing. The southern segment will connect the improvements proposed in the northern segment along Old Redwood Highway with the existing paths at Wornum Drive. The southern segment is in the environmental phase and is assessing various alignment options including use of SMART right-of-way and use of Old Redwood Highway. The SMART alignment crosses multiple jurisdictions and entities including the City of Larkspur, the Town of Corte Madera, the County of Marin, and SMART.

By closing a significant “gap” in the non-motorized transportation network, access and connectivity will be enhanced between the Larkspur Ferry Terminal, the future Larkspur Passenger Rail Station, the Cal Park Hill Multi-Use Path (RM2 Project No. 11.3), local and regional bus transit services and existing multi-use paths.

#### D. Impediments to Project Completion

Projects proposed in environmentally sensitive areas must be designed to address regulatory agency review and permitting. The northern segment required additional unanticipated features to address regulatory comments which required re-designing portions of the project. Potential impacts associated with the southern segment will be identified in the preliminary engineering environmental phase. The southern segment SMART alignment requires acquisition of private right-of-way by means of easement which can be challenging.

#### E. Operability

The Northern Segment has an existing maintenance agreement in place between Caltrans and the City of Larkspur. The Southern Segment will require an Inter-Agency Cooperative Agreement that identifies roles and responsibilities for operations, maintenance, and ownership.

## Regional Measure 2 – INITIAL PROJECT REPORT

### II. PROJECT PHASE DESCRIPTION and STATUS

#### **F. Environmental**

Does NEPA Apply:  Yes  No

Northern Segment – A CEQA compliant environmental determination has been approved by Caltrans as lead agency.

Southern Segment – This segment has had limited environmental study to date. A CEQA compliant document will be prepared. The County of Marin will be the environmental lead agency.

#### **G. Design**

Northern Segment – TAM, with oversight provided by Caltrans is currently in the design phase.

Southern Segment – County will lead design effort after the conclusion of the PA/ED phase.

#### **H. Right-of-Way Activities / Acquisition**

Northern Segment:

- The project is within Caltrans/ City of Larkspur R/W. No additional R/W is required.

Southern Segment:

- The SMART alignment will require acquisition of an easement on private property. Easement location has not been determined pending further preliminary engineering of the path alignment.
- The Old Redwood Highway alignment is within the City of Larkspur and portions of Caltrans right-of-way.

#### **Construction**

Northern Segment:

- Caltrans will be implementing agency for construction and construction administration

Southern Segment:

- City of Larkspur.

**Regional Measure 2 – INITIAL PROJECT REPORT****III. PROJECT BUDGET****J. Project Budget (Escalated to year of expenditure)**

	Total Amount - Escalated - (Thousands)	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	Northern Segment	\$1,100,000
	Southern Segment	\$1,500,000
Design - Plans, Specifications and Estimates (PS&E)	Northern Segment	\$1,500,000
		+ 500,000
		\$2,000,000
	Southern Segment	\$1,200,000
Right-of-Way Activities /Acquisition (R/W)	Southern Segment	\$600,000
	Southern Segment	+\$850,000
Construction / Rolling Stock Acquisition (CON)	Northern Segment	\$8,000,000
	Southern Segment	
	Original Amount	\$5,900,000
	Re-Directed to 11.4	(\$750,000)
	Re-Direct to R/W	(\$850,000)
	Re-Direct to PS&E	(\$500,000)
		\$3,800,000
Total Project Budget	Northern Segment	\$11,100,000
	Southern Segment	\$ 7,950,000
	Total Project Budget	<b>\$19,050,000</b>

**K. Project Budget (De-escalated to current year)**

	Total Amount - De-escalated - (Thousands)	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	Northern Segment	\$1,100,000
	Southern Segment	\$1,500,000
Design - Plans, Specifications and Estimates (PS&E)	Northern Segment	\$1,800,000
	Southern Segment	\$1,152,000
Right-of-Way Activities /Acquisition (R/W)	Southern Segment	\$564,000
		\$752,000
Construction / Rolling Stock Acquisition (CON)	Northern Segment	\$7,680,000
	Southern Segment	\$3,760,000
Total Project Budget	Northern Segment	\$10,580,000
	Southern Segment	\$7,728,000
	Total De-Escalated Budget	<b>\$18,308,000</b>

## Regional Measure 2 – INITIAL PROJECT REPORT

### IV. OVERALL PROJECT SCHEDULE

Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	NS 9/14 SS 9/14	NS 7/16 SS 1/19
Final Design - Plans, Specs. & Estimates (PS&E)	NS 9/16 SS 2/19	NS 6/18 SS 12/19
Right-of-Way Activities /Acquisition (R/W)	SS 2/19	SS 12/19
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	NS 1/19 SS 3/20	NS 12/19 SS 12/20

### V. ALLOCATION REQUEST INFORMATION

#### **L. Detailed Description of Allocation Request**

RM2 funding will be used to provide project management, design activities, coordination of Caltrans oversight, preparation of PS&E and assisting with the Caltrans process to advertise, bid and award contract.

Amount being requested (in escalated dollars)	\$500,000
Project Phase being requested	PS&E
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes X <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	1/25/18
Month/year being requested for MTC Commission approval of allocation	2/22/18

#### **M. Status of Previous Allocations (if any)**

Authorized work underway



**Regional Measure 2 – INITIAL PROJECT REPORT****N. Work plan**Work plan in Alternate Format Enclosed 

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
<b>1</b>	<b>PE Phase</b>	<b>Determine alignment and footprint</b>	<b>NS 7/2015 SS 8/2018</b>
<b>2</b>	<b>CEQA Env. Clearance</b>	<b>North Segment Southern Segment</b>	<b>NS 7/2016 SS 1/2019</b>
<b>3</b>	<b>Right-of-Way</b>	<b>SMART R/W Obtain Private Easement</b>	<b>12/2019</b>
<b>4</b>	<b>Design</b>	<b>PS&amp;E</b>	<b>NS 6/2018 SS 12/2019</b>
<b>5</b>	<b>Construction</b>	<b>Alternative Transportation Facility</b>	<b>NS 12/2019 SS 12/2020</b>

**O. Impediments to Allocation Implementation**

None

**VI. RM-2 FUNDING INFORMATION****P. RM-2 Funding Expenditures for funds being allocated**

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request -TBD

**VII. GOVERNING BOARD ACTION**

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution has previously been submitted to MTC

**VIII. CONTACT / PREPARATION INFORMATION****Contact for Applicant's Agency**

Name: Dianne Steinhauser  
Phone: (415) 226-0820  
Title: Executive Director  
E-mail: dsteinhauser@tam.ca.gov

**Information on Person Preparing IPR**

Name: Bill Whitney  
Phone: (415) 226-0823  
Title: Principal Project Delivery Manager  
E-mail: bwhitney@tam.ca.gov

**Regional Measure 2 – INITIAL PROJECT REPORT**

**Applicant Agency's Accounting Contact**

Name: Li Zhang

Phone: (415) 226-0828

Title: Chief Finance Officer

E-mail: Lzhang@tam.ca.gov

**TAM RESOLUTION NO. 2018-**

**RM2 Implementing Agency Resolution of Project Compliance  
Allocation Request: Project No. 11.5**

**Project Title: North South Greenway Gap Closure Project**

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, Transportation Authority of Marin is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the North South Greenway Gap Closure Project eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Transportation Authority of Marin is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that on March 2, 2004, the Marin County Board of Supervisors created the Transportation Authority of Marin by Resolution No. 2004-21, pursuant to Section 180050 of the California Public Utilities Code ("PUC"). As required by California PUC Section 180051(a) and California Government Code Section 65089(a), a majority of City and Town Councils of Marin County, representing a majority of the incorporated population of Marin, have concurred on the membership of the Transportation Authority of Marin and designated the Transportation Authority of Marin as the Congestion Management Agency for Marin County.

Resolved, that Transportation Authority of Marin, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that Transportation Authority of Marin certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

Resolved, that Transportation Authority of Marin approves the Updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin approves the cash flow plan, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin is authorized to submit an application for Regional Measure 2 funds for the North South Greenway Gap Closure Project in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. Seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to Transportation Authority of Marin making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Transportation Authority of Marin to deliver such project; and be it further

Resolved, that Transportation Authority of Marin indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Transportation Authority of Marin, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that Transportation Authority of Marin shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs,

otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that Transportation Authority of Marin shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that Transportation Authority of Marin authorizes its Executive Director to execute and submit an allocation request for work projected to be in FY 17/18, to fund the PS&E phase for the North South Greenway Gap Closure Project, in the amount of \$500,000 for the purposes and amounts included in the Initial Project Report attached to this resolution; and be it further

Resolved that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as deemed appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority of Marin application referenced herein.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 25th day of January 2018, by the following vote:

AYES:           Commissioners:  
NOES:           Commissioners:  
ABSENT:       Commissioners:

\_\_\_\_\_  
Stephanie Moulton-Peters, Chair  
Transportation Authority of Marin

ATTEST:

\_\_\_\_\_  
Dianne Steinhauser  
Executive Director





**RM-2 Initial Project Report****EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES**

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	Regional Measure 2	Jun-17	1525	\$ 1,075
PS&E			1450	\$ 1,750
R/W				\$ 1,450
CON / Operating				\$ 11,800
Total to date (in thousands)			2975	\$ 16,075

Comments:

--

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 11.5  
Date: 1/10/2018



**RM-2 Initial Project Report**

**RM-2 FUNDING CASH FLOW PLAN For Allocation  
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: North South Greenway Gap Closure Project											Project ID: 11.5			
Agency: Transportation Authority of Marin											Plan Date: 01/10/18			
<b>RM-2 CASH FLOW PLAN</b>														
<b>RM-2 Expenditures</b>														
		2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future				TOTAL		
Regional Measure 2	Environmental	2,600										2,600		
Regional Measure 2	Design				1,500	500	1,200				3,200			
Regional Measure 2	Right-of-Way							1,450				1,450		
Regional Measure 2	Construction							8,000	3,800				11,800	
<b>RM-2 CASH FLOW PLAN TOTAL</b>														
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
		2,600		1,500	500	10,650	3,800						19,050	

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

## Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

<b>TITLE OF PROJECT</b> North South Greenway Gap Closure Project (Design of Northern Segment)	<b>RM2 Legislation ID</b> (and project subelements if any)  <div style="text-align: right;">11.5</div>
<b>NAME AND ADDRESS OF IMPLEMENTING AGENCY</b> Transportation Authority of Marin 900 Fifth Avenue, Suite 100 San Rafael, CA 94901	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
<b>1. DIRECT LABOR of Implementing Agency (Specify by name &amp; job function)</b>			
Project Manager	1,000	145.00	145,000
			0
			0
			0
			0
<b>TOTAL DIRECT LABOR</b>			<b>145,000</b>
<b>2. OVERHEAD &amp; DIRECT BENEFITS (Specify)</b>			
	RATE	X BASE	
Overhead	50%	145,000	
Direct Benefit			
<b>TOTAL OVERHEAD &amp; DIRECT BENEFIT</b>			<b>72,500</b>
<b>3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per Unit (\$)	
<b>TOTAL DIRECT CAPITAL COSTS</b>			<b>0</b>
<b>4. CONSULTANTS (Identify purpose and or consultant)</b>			

## Regional Measure 2 Program Estimated Budget Plan

TAM Consultant - Northern Segment			1,750,000
TOTAL CONSULTANTS			1,750,000
<b>5. OTHER DIRECT COSTS (Specify - explain costs, if any)</b>			
Misc services , Legal Services			32,500
TOTAL OTHER DIRECT COSTS			32,500
<b>6. TOTAL ESTIMATED COST</b>			<b>2,000,000</b>

Comments:

Date: 1/10/2018

THIS PAGE LEFT BLANK INTENTIONALLY