



**DATE:** January 25, 2018

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

**FROM:** Dianne Steinhauser, Executive Director  
David Chan, Programming Manager

**SUBJECT:** Allocate Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in Ross Valley (Action), Agenda Item No. 9e

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## **RECOMMENDATION**

Recommend the allocation of \$1,200,000 in Transportation Sales Tax (Measure A) to Marin County for the Sir Francis Drake Rehabilitation Project in Ross Valley to complete final design in preparation to bid for construction and amend the FY 17/18 TAM Budget and the Measure A Strategic Plan accordingly to accommodate this allocation request.

## **BACKGROUND**

The Measure A Expenditure Plan provides funds for Major Roads and Related Infrastructure under Strategy 3, Sub-strategy 3.1. Projects funded under this strategy are described as the most heavily traveled, and include significant roads and their related infrastructure. A list of eligible roads was adopted with the Measure A Expenditure Plan.

The Expenditure Plan assigned the responsibility for establishing priorities for Sub-strategy 3.1 funding to the Marin Public Works Directors (MPWA) in collaboration with the TAM Technical Advisory Committee (TAC) based on criteria such as condition of roadway, average daily traffic, transit frequency, bicycle and pedestrian activity, school access, accident history, matching funds opportunity, and geographic equity.

Based on a thorough process of evaluation over many months, MPWA and TAC selected the Sir Francis Drake Blvd. from Wolf Grade to Ross town limit as the first and second prioritized projects, respectively, in the Ross Valley Planning Area under Strategy 3.1. Given that the first and second prioritized projects are essentially one continuous stretch of road with the same project sponsor, Marin County has combined the two projects as one project for cost and implementation efficiency.

## **PROJECT DESCRIPTION**

The project is located on Sir Francis Drake Boulevard between Highway 101 and the Ross Town Limits, a distance of 2.2 miles and within the unincorporated area and the City of Larkspur, and will design and construct those improvements. In its current configuration the roadway discourages persons wishing to walk or bicycle through the corridor and isolates neighborhoods on the north side from those on the south as well as nearby schools, shopping, and medical and recreation facilities. The roadway functions at or near its vehicle capacity during peak periods at several intersections resulting in significant delay and impacts to other nearby roadways due to the congestion.

## **REMAINING FUNDS AVAILABLE**

The Measure A Strategic Plan programmed approximately \$14.5 million in Measure A funds for the Ross Valley Planning Area under the Major Road category. TAM previously allocated \$800,000 and \$550,000 in Measure A funds to Marin County for preliminary engineering and environmental phases of the SFD Blvd Rehabilitation Project. The current remaining amount for the Ross Valley Planning Area is approximately \$13.15 million. These remaining funds are eligible for this SFD Blvd Rehabilitation Project.

## **STATUS OF CURRENT PHASE**

Marin County is near completion on the preliminary engineering and environmental phases of the project. One last public workshop will be held on January 30<sup>th</sup> in Bacich Elementary School to prioritize and fiscally constrain all of the acceptable elements in the EIR based on the available funds for construction. The environmental document will be presented to the Board of Supervisor in April for acceptance. Subsequent to the acceptance action in the same meeting, the Board of Supervisors will be requested to adopt the final project based on available funding.

If the TAM Board approves this funding allocation request at this meeting, a funding agreement will not be issued to Marin County until the Board of Supervisor acts in April 2018.

## **CURRENT ALLOCATION REQUEST**

Marin County is requesting the remaining amount of \$1,200,000 in Measure A funds from the Major Road category (Strategy 3.1) to complete final design on the Sir Francis Drake Blvd Rehabilitation Project. After completion of final design, the project will be ready for the construction phase.

If this allocation request is approved by the TAM Board, approximately \$11.95 million will remain for the construction phase of the project.

## **FISCAL CONSIDERATION**

There are sufficient funds in the Measure A account to accommodate this allocation request. However, this request was not included in the initial development of the FY 17/18 TAM Budget. If this allocation request is approved by the TAM Board, the FY 17/18 TAM Budget would be amended to include \$1.2 million in the Measure A Strategy 3.1 line-item of the budget to accommodate the request.

Furthermore, the Measure A Strategic Plan would be amended accordingly to include \$1.2 million in the Ross Valley Planning Area under Strategy 3.1 in FY 17/18. There is sufficient funding in Strategy 3.1 to accommodate this allocation request.

## **TECHNICAL ADVISORY COMMITTEE (TAC)**

As customary with all allocation requests for major roads, this allocation request from Marin County was presented to the TAC at its January 18<sup>th</sup> meeting. The TAC deliberated after hearing a presentation from Marin County and unanimously supported the allocation request.

**NEXT STEP**

Amend the FY 17/18 TAM Budget and Measure A Strategic Plan as described above. Issue a funding agreement to Marin County for \$1.2 million in Measure A funds to complete final design on the Sir Francis Drake Blvd Rehabilitation Project after the April 2018 Board of Supervisor meeting.

**ATTACHMENT**

Attachment A – Marin County Allocation Request Form

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## Attachment A

### Transportation Authority of Marin Measure A – Transportation Sales Tax

#### Allocation Request Form

**Fiscal Year of Allocation:** 2017-18

**Expenditure Plan:** Strategy 3.1 Major Roads and Related Infrastructure

**Project Name:** Sir Francis Drake Boulevard Rehabilitation in Ross Valley

**Implementing Agency:** County of Marin

**Scope of Work:** The project is analyzing opportunities and constraints and conducting preliminary engineering for potential modifications and improvements to Sir Francis Drake Boulevard between Highway 101 and the Ross Town Limits, a distance of 2.2 miles and within the unincorporated area and the City of Larkspur, and designing and constructing those improvements. In its current configuration the roadway discourages persons wishing to walk or bicycle through the corridor and isolates neighborhoods on the north side from those on the south as well as nearby schools, shopping, and medical and recreation facilities. The roadway functions at or near its vehicle capacity during peak periods at several intersections resulting in significant delay and impacts to other nearby roadways due to the congestion.

Opportunities and constraints analysis has included a survey of the right of way and jurisdictional boundaries. Development and refinement of various design options has analyzed the feasibility of modifications to the current right of way and existing infrastructure to improve transit access and vehicle operations on the congested arterial as well as consider opportunities to improve accessibility for bicyclists and pedestrians. The need and feasibility of installing additional street lighting and/or improved traffic signal operations are incorporated into the project scope. Community outreach and workshops have been included in the work program and which have incorporated community comment. The project is currently in its environmental review phase with a Draft Environmental Impact Report circulated for public comment and release of the Final EIR projected for March, 2018. Action on the Final EIR and project by the Board of Supervisors is scheduled for April, 2018 with final design to commence shortly thereafter. Construction is slated to occur over two six-month periods in 2019 and 2020 to minimize traffic congestion impacts. The project also includes replacement of Marin Municipal Water District (MMWD) pipeline for much of the corridor. The pipeline replacement is funded by MMWD and is proposed for inclusion in the Rehabilitation project for construction schedule and cost efficiency.

The project has been divided into three segments though the scope would proceed on parallel tracks for each segment for analysis purposes. The three segments each have distinct characteristics as they currently exist and how they function. Those segments are 1) from Highway 101 to Wolfe Grade, 2) Wolfe Grade to College Avenue, and 3) College Avenue to the Ross town limits. In accordance to the Measure A Strategic Plan, Segment 1 is a Priority 1 Project and Segments 2 and 3 are Priority 2 Projects.

#### **Cost of Scope:**

Survey and Existing Conditions Analysis	\$60,000
Development and evaluation of alternatives:	\$200,000
Environmental Studies	\$660,000

Preliminary Engineering and Cost Estimates (to 30%)	\$430,000
Final Project Design and Bid Process	<u>\$1,200,000</u>
Total Cost	\$2,550,000

**Previous Allocations:** \$800,000 in June 2013; \$550,000 in November, 2016

**Strategic Plan Programmed Amount:** Upon approval from TAM Board, the Strategic Plan would be amended to make the funds available.

**Requested Amount:** \$1,200,000

**Other Funding:** \$0\*

\* - Marin Municipal Water District is contributing their share of project expenses related to their water main replacement project that is being included in this project. Funds have been partially allocated for the environmental analysis component with the balance being subject to ongoing negotiation between the County and MMWD.

**Cash flow Availability (leave blank):** 100% available in FY 17/18

**Conditions:** In accordance to Strategy 3.1 of the Measure A TST Strategic Plan, the first prioritized project in a planning area must be fully completed before the second prioritized project can commence. However, each of the five planning areas received supplemental funds from the State-Local Partnership Program (SLPP) that are not restricted to the same requirement as Strategy 3.1. Measure A Reserved funds will be used to backfill SLPP funds. Funds from Strategy 3.1 and the supplemental funds will be used to fund this allocation request for preliminary engineering of the first and second prioritized projects.

Marin County is required to segregate its reimbursements into work performed for the portion from Highway 101 to Wolf Grade (Priority One Project) and Wolf Grade to Ross town limit (Priority Two Project). Strategy 3.1 of the Measure A Strategic Plan requires that the first prioritized project be completed before Strategy 3.1 funds can be used on the second prioritized project. In order to preserve this requirement, the work performed on the portion from Highway 101 to Wolf Grade will be reimbursed from Strategy 3.1 funds and the work performed on the portion from Wolf Grade to Ross town limit will be reimbursed from Measure A Reserved funds, which has no such restrictions.

**Project Delivery Schedule (include start & completion milestones):**

Project Component	Start Date	Estimated Completion
Survey, existing condition and opportunities/constraints studies	September, 2013	March, 2014
Development of Alternatives	March 2014	September, 2016
Environmental Studies and Preliminary Engineering	July, 2016	March, 2018
Project Design	May, 2018	November, 2018
Bidding Process	December, 2018	February, 2019
Construction**	Spring, 2019	Fall, 2020

\*\*Construction is proposed over two six-month periods in 2019 and 2020 (late spring to early fall) to minimize traffic disruption by taking advantage of lighter traffic periods and to avoid weather-related construction delays.

**Environmental Clearance:**

Originally the extent of the project was assumed to require a mitigated Negative Declaration under CEQA. However, the evolution of the project through the community input process plus partnerships with other agencies, such as MMWD, to coordinate their projects in the corridor with the rehabilitation project, results in the preparation of an Environmental Impact Report. Since the original project was not assumed to involve this level of environmental analysis, the consultant agreement was modified to incorporate this additional task into the work program.

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