







# Transportation Authority of Marin Board of Commissioners

February 12, 2018













### <u>Completed</u> Greenway Projects

- San Rafael's Puerto Suello Hill Multi-Use Path
  - Funding from 2004 Marin voters approved ½ cent Transportation Sales Tax
- Cal Park Hill Tunnel Rehabilitation and Multi-Use Path
  - Funding from 2004 Bay Area voter approved Regional Measure 2 Bridge Toll Increase (with other participating funds, including state TEA grant and county Non-motorized Transportation Pilot Program)
- Central Marin Ferry Connection Multi-Use Path
  - Funding from 2004 RM2 Toll Funds (with other Participating Funds, including county Nonmotorized Transportation Pilot Program, TAM competitive OBAG1 funds, and TFCA)

### **Current** Greenway Projects Underway

- North South Greenway Gap Closure Project in Larkspur/ Corte Madera
  - RM2 Funds Re-Directed by MTC

- San Rafael Multi-Use Path between Second Street and Andersen Drive
  - Partially Funded by TAM and MTC

### North South Greenway Gap Closure Project in Larkspur/ Corte Madera

### **Northern Segment:**

- Completing Design and Updating Project Costs
- Working with Resource Agencies to get Permits
- Working with Caltrans to Administer Construction and Negotiating Reimbursement Costs
- Construction Scheduled to start in Fall 2018

### **Southern Segment:**

Environmental Phase currently underway

#### San Rafael's Multi-Use Path between Second Street and Andersen Drive

- Environmentally Cleared
- Completing Design and Updating Project Costs
- Working with Resource Agencies to get Permits
- San Rafael Negotiating with SMART to include MUP Construction into Current Larkspur Extension Project Underway.
- Need to Close the Funding Gap now as to not delay Rail Extension to Larkspur
- Delaying MUP Construction will greatly increase costs

#### **FUNDING**

#### **Northern Segment**

Current Funding Programmed = \$11.1M Current Project Estimate = \$14.6M Projected Short Fall = \$3.5M

Issues that Came up Since the Original Project Estimates

- Design Cost Increased, Caltrans Oversight triggering design changes and refinements was underestimated
- Regulatory Permit Conditions far Exceeded Original Assumptions
- Caltrans Agreed to Administer Construction but at Double the Original Estimated Cost
- Construction Costs have Increased local as well as Bay-Area wide trend
- Note TAM is actively seeking Multiple Grants to address the shortfall as well as discussing Caltrans financial participation in the Project
- TAM staff will be bringing final recommendations regarding this project to the TAM Board later this Spring

#### **FUNDING**

### **Southern Segment**

Current Funding Programmed= \$7,950,000

Environmental = \$1,500,000

Remaining funds = \$6,450,000

These remaining funds are the source for the \$2,950,000 going towards the San Rafael Multi-Use Pathway, Second to Anderson, AND sufficient funds remain to move into the Northern Segment to make that project whole (\$3,500,000).

- Staff are seeking grant funds for the 2<sup>nd</sup> to Anderson MUP, for the Northern Segment of the No/So Greenway, and for the Southern Segment of the No/So Greenway
- How to make up the Shortfall in the Southern Segment project?
  - State grant programs such as Active Transportation
    Program ATP; Local Partnership Program (LPP),
  - Regional grant programs such as BAAQMD Bike
    Facilities grant (current year 2018); OBAG Cycle 3;
    Regional Measure 3 if passed by voters on June 5<sup>th</sup>

#### **FUNDING**

San Rafael Multi-Use Path

Current Estimate = \$4,500,000

TAM Provided funds = \$ 502,000

MTC Provided Remaining Funds = \$ 550,000

Redirected RM2 Funds = \$2,950,000

By others <u>= 498,000</u>

TOTAL \$4,500,000

Staff is recommending the follow conditions be included if the Board approves recommending MTC transfer \$2.95M of RM2 funds from the Southern Segment of the Greenway to the San Rafael MUP.

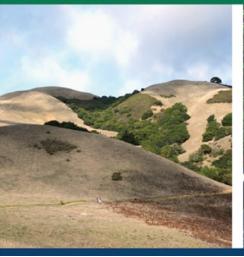
- City shall work with the County and/or secure private funds to close the estimated funding gap in the amount of \$498,000.
- City agrees to use all other funding source first before using RM2 funds.
- City shall complete project with no additional funds from TAM.
- If project is not delivered concurrent with the SMART's extension to Larkspur the funds will be returned to TAM.
- City agrees to return any RM2 savings to TAM to be directed to the Greenway.

MTC Re-Directed Funding from the Highway 101 Greenbrae Project to the Greenway Gap Closure with conditions:

MTC took action on December 14<sup>th</sup>, 2016, to guarantee funding for SMART for lost lease revenue in the SMART right of way wherein the Southern Segment of the North-South Greenway could be built, and funds to eventually remove the pathway when SMART extends southward over Corte Madera creek. In that action, MTC adopted the following condition:

"#4. Any savings from the North-South greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center."

MTC has requested the parties meet to decide how to meet this condition. Staff at TAM may be bringing back additional conditions for the TAM board to consider, if necessary, at a future TAM meeting.









# Questions











