



DATE: June 28, 2018

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Nick Nguyen, Deputy Executive Director

SUBJECT: MSN Project Update and Letter to MTC Requesting RM3 Funds (Action), Agenda Item No. 14

RECOMMENDATION

Receive project update and authorize the TAM Chair to send the attached letter to the Metropolitan Transportation Commission (MTC) to request Regional Measure 3 funds to complete the design work of the remaining MSN segments in Marin County.

The Programming and Project Executive Committee discussed this item at its June 11th meeting and referred it to the full TAM Board for approval.

BACKGROUND

The Marin-Sonoma Narrows Project (MSN) is widening approximately 17 miles of US 101 from four to six lanes by adding carpool lanes (HOV) in each direction, bike/pedestrian pathways, 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, and provides multi-modal options to travelers. In addition to the carpool lanes, new interchanges and frontage roads are being built to remove unsafe access from private properties and local roads.

With Sonoma County Transportation Authority's (SCTA) two remaining MSN projects ready for construction and the State's Senate Bill (SB) 1 providing upcoming transportation funding for the Sonoma projects, it has been Staff's goal to get the Marin segments ready. The final design, permits and necessary right-of-way for the last two major segments (B1-Phase 2 and A4) in Marin County should be completed as soon as possible to position Marin with key construction funding (SB1 and/or RM3) and complete the entire MSN corridor. TAM and its design consultant have started this design work for the completion of both the northbound and southbound HOV lanes through Marin County. The Board authorized the initial design work and awarded a \$700,000 contract to BKF Engineers in August 2017.

Currently, the published Caltrans schedule for the B1-Phase2 and A4 projects, which are being designed together as one, has set the project design completion date as April 2020. However, Caltrans and the overall Project Delivery Team (PDT) believe that the right-of-way (ROW) certification process (i.e. primarily acquisition of utility easement and temporary construction easement) may be more onerous than anticipated, potentially jeopardizing the commitment to the design completion date. Fortunately, none of these ROW needs are relevant to the actual construction of the HOV lanes in the median and other mainline reconfiguration since all of the activities will be done within the current Caltrans ROW.

Therefore, TAM proposed over the course of several meetings with Caltrans to de-couple the ROW activities from the design and construction of the HOV lanes so that the design completion date can be accelerated to December 2019, with reduced risk for delays. The ROW work and the project design/construction work would proceed down concurrent paths but with different schedules. Staff from the project partners (TAM, SCTA and Caltrans), all believe that this approach is worth pursuing and critical to success. The executive directors from SCTA and TAM met with Caltrans District 4 Interim Director, Jim Davis, along with California Transportation Commission (CTC) Commissioner, Jim Ghielmetti, and CTC Executive Director, Susan Bransen, to discuss the de-coupling opportunity, and all agreed in concept to move forward with the de-coupling. The project schedule is being updated to reflect the new agreement.

DISCUSSION

The Board previously budgeted \$700,000 to fund the preliminary engineering for the project which would be completed by August 2018. It is estimated that it would cost a total of approximately \$8 million to complete the entire design, which includes design support during a three-year construction period, of this \$80 million construction project (not including the ROW work).

TAM will receive \$500,000 in state local partnership program funds (LPP) in early summer which will be applied to the design effort and would stretch our work efforts out until early Fall 2018. However, with an aggressive schedule to complete the design and be ready for construction advertisement in December 2019, there is no room to take a pause from the design effort. As such, it is crucial that we explore all available funding options to keep work going, including requesting an advance of design funds from MTC that are now available under the newly approved Regional Measure 3 toll increase.

RM3 programs \$120 million to complete the MSN corridor between Marin and Sonoma counties. Should Senate Bill 1 (SB1) survive a current repeal effort scheduled for the November 2018 elections, the Sonoma County segments would remain fully funded under SB1's Solutions for Congested Corridors program; SCTA received a CTC allocation of SB1 on May 16th of \$85 million which substantially covers their costs. The bulk of the RM3 funds would likely be allocated to Marin, as long as SB1 survives.

While MTC doesn't start collecting new tolls until 2019 and will need time to prepare a financing plan and raise funds, their staff have indicated they will work with us to assist in meeting our cash flow needs. We propose submitting a request for \$2 million in advance design funds to keep our project on track for construction in lock-step sequence with Sonoma County's segments so that the HOV lanes through the entire MSN corridor can be opened in year 2022.

Note that if TAM determines to go to the ballot in November with a sales tax renewal effort, there may be funds available after January 1st for TAM to utilize from our sales tax measure. TAM does not start collecting the new sales tax until April 2019, but an advance may be available if RM3 funds are not received.

FISCAL IMPACTS

There are no fiscal impacts to this action and submitting a request to MTC.

NEXT STEPS

Should the Board approve this action, a request letter will be sent to MTC.

ATTACHMENTS:

Draft MTC Request Letter

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June 28, 2018

Mr. Jake Mackenzie, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

***Subject: Transportation Authority of Marin US-101 Marin Sonoma Narrows
Advance Design Funds***

Dear Chair Mackenzie:

The Transportation Authority of Marin (TAM) has been working diligently with our project partners MTC, Caltrans, and the Sonoma County Transportation Authority (SCTA), over the past ten years to complete the US-101 Marin Sonoma Narrows project. We have made substantial progress, thanks to infusions of state, federal and local funds, enabling the completion of essential safety related improvements, and a substantial portion of the High Occupancy Vehicle Lane and multi-use pathway system.

We have assigned local funds to start the design, permit, and right-of-way work for the remaining segments in Marin County. But those funds will be fully spent out in September 2018. We are seeking MTC support for an RM3 advance to continue design activities to stay on our current schedule for completing the carpool lane and multi-use pathway system in Marin County. We are coordinating closely with the Sonoma County Transportation Authority to have both county's final HOV lane additions completed at the same time. TAM is seeking \$2 million in immediate support to continue design activities on the project.

The B1 Phase 2 and A4 segments in Marin County will construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between San Antonio Creek and De Long Blvd in Novato and bring the existing facility up to current standards. The Project will close the single remaining access point on the highway and install ramp metering and TOS hardware. The Project will require right-of-way easements to close the existing remaining driveway, and for the relocation of existing utilities. The project includes bridge widening and seismic retrofit and drainage facilities. Note the 17 mile Multi-Use Pathway system has been substantially completed in earlier phases.

The anticipated benefits from this project include completion of the 17-mile HOV network in Marin county, facilitating significantly improved movement of people and goods through the corridor. With SCTA's two remaining MSN segments ready for construction and Senate Bill (SB) 1 providing the transportation funding for the Sonoma projects, it is TAM's goal that the design of the last two major segments in Marin County be completed as soon as possible so that construction of both gaps- in Petaluma and in Marin County- are completed at the same time. TAM is hopeful it can eventually receive RM3 and/or additional SB1 funds to construct the improvements remaining in Marin.

We appreciate your support for this important project. If you have any questions, please don't hesitate to contact TAM's Executive Director, Dianne Steinhauser, at dsteinhauser@tam.ca.gov.

Sincerely,

Stephanie Moulton-Peters
TAM Board Chair

DRAFT