



DATE: May 30, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Nick Nguyen, Principal Project Delivery Manager

SUBJECT: Amendment to the Mark Thomas & Company Highway 101 Marin Sonoma Narrows Contract, C-FY08/09-06, to Complete the Construction Support for Segment B3 – San Antonio Creek Curve Correction Project (Action), Agenda Item No. 6e

RECOMMENDATION

Move to authorize the Executive Director to negotiate and amend the Mark Thomas & Company Highway 101 Marin Sonoma Narrows Contract, C-FY08/09-06, to extend the agreement termination date to May 30, 2020 and increase the not-to-exceed fee to \$4,700,783 with the fee increase to be covered by Caltrans under Cooperative Agreement, 04-1531-A1.

The HOV lane extension through San Antonio Creek will be complete Fall 2019, but has experienced construction delays due to heavy winters after the project began and unforeseen site conditions. Additional engineering support from the design team at Mark Thomas has necessitated this amendment, funded from project funds.

BACKGROUND

The Marin-Sonoma Narrows Project is widening approximately 17 miles of US 101 from four to six lanes by adding carpool lanes in each direction, 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. In addition to the carpool lanes, new interchanges and frontage roads are being built to remove non-standard access from private properties and local roads. The project also includes continuous Class I and Class II bikeways between Novato and Petaluma.

In April 2014, the Board authorized entering into a cooperative agreement with Caltrans to construct the project after TAM led and completed the design effort. This design work was conducted by Mark Thomas & Company; who also provides design support during construction.

DISCUSSION/ANALYSIS

The MSN B3, San Antonio Creek Curve Correction and HOV Lane, project began construction in Spring 2016. Project completion has been extended beyond the original schedule by over a year due to extreme winter seasons and unforeseen site conditions. As a result, design support activities during construction have been extended. Caltrans will provide the engineering support budget allocation to continue providing the

necessary services during construction, inclusive of TAM staff time and engineering consultant (Mark Thomas & Company) support during construction.

FISCAL CONSIDERATION

There are no fiscal impacts to approve a time extension amendment. The approval for a fee increase will not necessitate a budget amendment of the current FY 2018-19 budget item for the MSN B3, San Antonio Creek Curve Correction and HOV Lane, project. The fee increase will be budgeted in the upcoming FY 2019-20 season.

NEXT STEPS

Staff will review and execute a contract amendment with Mark Thomas & Company.