

TRANSPORTATION AUTHORITY OF MARIN
BOARD OF COMMISSIONERS MEETING

JULY 8, 2019

3:30 P.M.

TAM OFFICE, SUITE 100
900 FIFTH AVENUE, SAN RAFAEL, CALIFORNIA



**** NOTE: CHANGE IN DATE/TIME/LOCATION ****

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Belvedere
James Campbell

Corte Madera
David Kunhardt

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

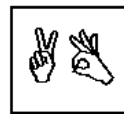
Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

AGENDA

1. Chair's Report (Discussion)
2. Commissioner Matters Not on the Agenda (Discussion)
3. Executive Director's Report (Discussion)
4. Commissioner Reports (Discussion)
 - a. MTC Report - Commissioner Connolly
 - b. Marin Transit Report – Commissioner Connolly
 - c. SMART – Commissioner Phillips
5. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
6. CONSENT CALENDAR (Action) – **Attachment**
 - a. [Approve TAM Board Meeting Minutes May 30, 2019](#)
7. [State Legislation \(SB277\)](#) (Action) - **Attachment**

Agenda Continues on Page 2



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno, 415-226-0820 or email: info@tam.ca.gov **no later than 5 days** before the meeting date.

Agenda Continued from Page 1

8. 580/101 Direct Connector Contracts
 - a. [Award of Contract for Preliminary Engineering and Environmental Services](#) (Action) – **Attachment**
 - b. [Award of Contract for Project Management Services for 580/101 Direct Connector](#) (Action) - **Attachment**
9. [Allocate FY 19/20 Measure A and Measure AA Transportation Sales Tax Funds to Marin Transit](#) (Action) - **Attachment**
10. Major Road Allocations
 - a. [Allocate Transportation Sales Tax \(Measure A\) Funds to Novato for the Novato Boulevard Segment 1 Rehabilitation Project](#) (Action) – **Attachment**
 - b. [Allocate Transportation Sales Tax \(Measure A\) Funds to San Rafael for the Third Street Rehabilitation Project](#) (Action) – **Attachment**
 - c. [Allocate Transportation Sales Tax \(Measure A\) to Marin County for the Sir Francis Drake Rehabilitation Project in Ross Valley](#) (Action) – **Attachment**
11. [FASTER Bay Area](#) – (Discussion) - **Attachment**
12. [Letter to Caltrans Requesting Financial Sharing with the Bellam Boulevard Safety Project](#) (Action) - **Attachment**
13. [Caltrans Report](#) (Discussion) - **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

May 30, 2019
6:00 PM

MARIN COUNTY CIVIC CENTER, ROOM 330
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council, TAM Vice Chair
Damon Connolly, Marin County Board of Supervisors
Dan Hillmer, Larkspur City Council
David Kunhardt, Corte Madera Town Council
Dennis Rodoni, Marin County Board of Supervisors
Eric Lucan, Novato City Council
John Reed, Fairfax Town Council
Judy Arnold, Marin County Board of Supervisors, TAM Chair
Susan Cleveland-Knowles, Sausalito City Council
Stephanie Moulton-Peters, Mill Valley City Council

Members Absent: Brian Colbert, San Anselmo Town Council
Gary Phillips, San Rafael City Council
James Campbell, Belvedere City Council
Kathrin Sears, Marin County Board of Supervisors
Katie Rice, Marin County Board of Supervisors
P. Beach Kuhl, Ross Town Council

Staff Members Present: Dianne Steinhauser, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Deputy Executive Director
David Chan, Manager of Programming and Legislation
Derek McGill, Planning Manager
Grace Zhuang, Accounting and Administration Specialist
Helga Cotter, Senior Accountant
Li Zhang, Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Arnold called the meeting to order at 6:00 p.m.

1. Chair’s Report (Discussion)

- a. Letter of Appreciation for Cindy Winter

Chair Arnold acknowledged and thanked Cindy Winter for her support of TAM, her advocacy for safe walking and cycling, and contributions to TAM’s research in the area of new transportation technology. She encouraged Ms.

Winter to return and participate in future TAM meetings. ED Steinhauser presented a letter of appreciation to Ms. Winter. Ms. Winter thanked the TAM Board and stated she appreciated the opportunity to contribute and learn about autonomous vehicle technology. She stated she believed TAM is on the right track with regards to autonomous vehicle integration. Ms. Winter discussed a 3-month autonomous bus pilot program at Sacramento State using a small AV, and she suggested it would be useful to obtain the results of the program.

2. **Commissioner Matters Not on the Agenda** (Discussion)

There were none.

3. **Executive Director's Report** (Discussion)

ED Steinhauser reported on the California Transportation Foundation 2019 Transportation Award event on May 28, where TAM was one of the award recipients for the Freeway Project of the Year Award for the Richmond-San Rafael Bridge Eastbound Third Lane. She acknowledged the Bay Area Toll Authority, Caltrans, OC Jones, and the Contra Costa Transportation Authority as fellow award winners.

4. **Commissioner Reports** (Discussion)

a. Metropolitan Transportation Commission (MTC) Report

Commissioner Connolly reported that MTC has been focusing this month on housing-related state legislation in development. He noted SB 50 has been tabled for this year but may return for consideration next year, and AB 1487, which is a proposal to create a new regional housing agency with taxation authority, that has passed the Assembly and is moving to the Senate. Commissioner Connolly commented on the development of Plan Bay Area 2050 and the current revisions in progress, which include two categories for self-nominated Priority Development Areas (PDA) that will incorporate mobility and equity with the mix. He noted that outreach will continue.

b. Marin Transit Report

Commissioner Connolly stated he had nothing to report.

c. SMART

Commissioner Lucan reported on SMART's promotion allowing children 18 and younger to travel free on the train when accompanied by an adult between Memorial Day and Labor Day.

Commissioner Moulton-Peters asked ED Steinhauser for an update on SMART's traffic closure in San Rafael. ED Steinhauser reported that work on the Larkspur extension is progressing and noted occasional closures would occur. Public Outreach Officer Molly Grahame stated that Second Street would be closed on Friday, May 31st at 8 p.m. until Monday, June 3rd at 4 a.m., and Third Street would be closed from Friday, June 7th until Monday, June 10th during the same hours.

5. **Open Time for Public Expression**

Carleen Cullen, Cool the Earth (CTE), reported on the Drive Clean Marin campaign between local agencies and non-profit organizations to develop electric transportation. She noted that the campaign does not address congestion but should impact greenhouse gasses. Ms. Cullen reported on the results of CTE's focus groups on perceptions of electric vehicles and the need to increase both access to charging stations and the public's knowledge of them. She

also discussed the need for ultra-fast charging stations, which would benefit apartment complexes, and their commitment to helping towns and the County to advance new technology.

6. CONSENT CALENDAR (Action)

- a. Approve TAM Board Meeting Minutes of April 25, 2019
- b. Accept Update of Program/Project Management and Oversight Services Contract
- c. Review and Release the Proposed TAM FY2019-20 Annual Budget for Public Comment
- d. Appointments to the Citizens' Oversight Committee
- e. 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

Commissioner Kunhardt commented on the Measure B Vehicle Registration Fee fund budget, asking about the proposed decrease in Element 3.3, the Alternative Fuel Vehicle Program. He felt the figure is less than half the amount that should have been budgeted and he is concerned that even less will be allotted in the future.

Commissioner Moulton-Peters commented on the Program/Project Management and Oversight Services Contract and stated the on-call support and advice has been helpful. She supported the contract update.

Chair Arnold open and closed public comment on the Consent Calendar with no speakers coming forward.

Commissioner Hillmer moved to approve the Consent Calendar, which Commissioner Lucan seconded. The motion carried unanimously.

7. Policy on Use of Measure A/AA Interest (Action)

ED Steinhauser introduced Deputy ED Dan Cherrier to present the proposed policy. She noted the executive committee had approved this policy to be presented to the Board.

Mr. Cherrier noted the interest policy has historically been part of the strategic plan, but is being presented separately tonight. He reviewed past usage of Measure A interest, noting usually these funds are used for critical unexpected needs that cannot be funded through other means, because those funding sources are fixed. Upcoming projects include, Bellam Boulevard and the North South Greenway, which may have higher than anticipated bids. The interest funds may be required for these projects to prevent delay and future increased costs. Staff is recommending reserving current funds for allocation to 1) A long-term commitment to fund an insurance policy related to the Central Marin Ferry Connector Project, 2) bid opening and construction shortfalls, 3) funding commitments to bike and pedestrian path maintenance, noting that few other funding sources can be used for that purpose, and 4) other emerging unfunded immediate needs, noting that the funds were used for the Golden Gate shuttle service to the ferry and the Yellow School Bus Program. Mr. Cherrier confirmed that staff is not requesting anything new.

Mr. Cherrier reviewed comments from the Executive Committee meeting, including the suggestion from Marin Transit to allocate the interest funds in the same percentages as the rest of the Expenditure Plan. He noted that this suggestion would result in very small amounts and remove a source of flexible funds that historically has been used to help keep projects on track. He added this can be revisited in future years if there are no similar emerging projects needing these funds.

ED Steinhauser noted an additional complication is that TAM does not have other flexible sources of funds to turn to and would have to request commitments from local jurisdictions in construction shortfall situations, such as higher than anticipated opening bids. She added that specific use of these funds would be brought to the Board for approval and tonight's action is to approve the general policy.

Chair Arnold suggested that the reference to Central Marin Ferry Connector project should be removed in the first priority because the commitment should be finished before the end of the year.

Commissioner Hillmer requested that the plan to revisit the policy annually be included in the policy as well.

Commissioner Moulton-Peters stated this is an important source of funding and flexibility and benefits a variety of agencies and projects, and that she supports it. She hoped that this policy would remain in perpetuity and reviewed annually.

Chair Arnold open and closed public comment on the Item with no speakers coming forward.

Commissioner Kunhardt moved to accept the Policy on Use of Measure A/AA Interest, which Vice-Chair Fredericks seconded. The motion passed unanimously.

8. Measure AA Strategic Plan (Discussion)

Chair Arnold stated that today would open a 30-day comment period on the Measure AA Strategic Plan. A public hearing, Board discussion, and potential approval of the strategic plan would be on the Board's agenda for the June 27 meeting.

ED Steinhauser introduced Manager of Programming and Legislation David Chan to present the proposed strategic plan. Mr. Chan provided background information on the measure, noting that collection of funds from Measure AA began on April 1, 2019 and will continue to March 31, 2049. He explained that the Expenditure Plan directs TAM to develop a Strategic Plan with the purpose of reconciling funding, timing and project needs, and that the plan lists the categories of projects that are eligible for funding. Mr. Chan also explained that a commitment under Measure AA was made to continue funding 6 projects, including 5 projects from the Major Roads category, which will be funded by a set aside of \$2.35 annually for 14 years from revenues collected. He noted that the same amount was set aside for 14 years under Measure A.

Mr. Chan summarized the revenue and expenditure estimates, reviewed notable expenditures in each category, and provided explanations for annual funding trends. He noted that 5% could be set aside for administration and program management costs and that approximately \$1.1 billion over a 30-year period should be collected for the remaining 4 categories. Mr. Chan also discussed the immediate need for funds in Category 1, including matching funds for Marin Sonoma Narrows and the Direct Connector projects, while in Category 2, a request for funds would be made from the cities and towns for Local Streets and Roads. Other funding priorities would include Safe Pathway Call for Projects in June 2019 for small and large projects, which Mr. Chan discussed. He anticipated seeking Board approval for projects in the fall.

Mr. Chan moved on to discuss Category 4 that concerned revenue for transit, noting the differences in allocation under Measure A and Measure AA and the effects of the proposed 5% reserve. He discussed the anticipated drop in funding over the next few years, noting that transit received additional funds that were distributed under Strategy 2 from Measure A.

ED Steinhauser noted that TAM did not collect a 5% reserve from funding categories in the last five years since there was already a healthy reserve collected. In FY19/20, staff's recommendation is to release the current reserve and begin collecting the 5% again. However, the Board can choose not to collect a reserve, delay or lessen it, but TAM will not have an emergency fund to maintain services and programs if the economy enters a recession. ED Steinhauser noted that staff is currently conducting research on other counties' processes.

Commissioner Moulton-Peters asked if the reserve is an all or nothing decision. ED Steinhauser stated the Expenditure Plan recommends a reserve be considered across all elements, which is the expectation of the public and the Citizens' Oversight Committee.

Commissioner Kunhardt asked if the current reserve could be either partially distributed and then rolled over into the new reserve. ED Steinhauser stated it could, but the changes in percentage allocation make that complicated.

Commissioner Lucan asked if it is possible not to collect a reserve in some categories since Marin Transit has its own reserve. ED Steinhauser stated it is not recommended. She noted the Expenditure Plan Advisory Committee also expected that the reserve would be taken across all categories.

Vice-Chair Fredericks asked about a potential increase in other funding available to Marin Transit. Mr. Chan noted there is a carryover from Measure A that has not yet been programmed of about \$9.3 million. ED Steinhauser added that the increase in collection for this year would represent about \$525,000 immediately available to Marin Transit. ED Steinhauser noted that a letter had been received from Marin Transit in response to the draft Strategic Plan. An analysis and response from TAM would be available at the next Board meeting, and staff would be happy to consider and respond to any other comments. Mr. Chan also noted that a breakdown of projected revenue at 0%, 5%, and 10% reserve was included in the staff report for the Board's consideration.

Mr. Chan noted that many of the policy elements are carried over from Measure A and reviewed the policy elements including the strategic plan update policy, the expenditure plan amendment policy, the funding restriction policy, and the interest fund policy. He noted in addition to the reserve policy, the Board needs to discuss and agree on the advancement of fund policy for Local Streets and Roads. He also noted that a cash flow plan and possible financing options would need to be discussed for certain projects. ED Steinhauser noted that the funding plans for these projects were based on 30 years' worth of sales tax collection; however, some of these major projects will be ready for allocation in the next two to three years.

Commissioner Moulton-Peters asked for a visual that captures the overall picture of the funding distribution and speaks particularly to the off-the-top allocations. She hoped to see a one page document incorporating the charts of the sub-elements and the reserve scenarios.

Commissioner Rodoni asked if a 2.5% reserve allocation collected for twice as long as the 5% allocation could be considered and that if TAM and Marin Transit could discuss and have a consensus on the amounts. ED Steinhauser stated staff would provide estimates based on that scenario as well.

Commissioner Rodoni also commented on the differing amount of Marin Transit's allocation as reflected in the strategic plan and in Marin Transit's letter. He asked if TAM staff could meet with Marin Transit to resolve the discrepancy and clarify the correct number.

Mr. Chan reviewed the public comment and approval timeline.

Chair Arnold open and closed public comment on the Item with no speakers coming forward.

9. Caltrans Report (Discussion)

ED Steinhauser reported that Caltrans is working closely with Bay Area Toll Authority (BATA) to study loading and traffic on the Richmond-San Rafael Bridge. Caltrans has also committed to developing the planning and environmental work associated with raising Highway 37 in Marin County and will be amending that into the 2018 shop at its June meeting. She gave an update on other Caltrans projects and noted Caltrans District 4 Director Tony Tavares has been invited to a future TAM meeting to speak about the Caltrans priorities.

Commissioner Lucan moved to adjourn the meeting, which Commissioner Kunhardt seconded. The motion passed unanimously.

The meeting was adjourned at 6:57 p.m.

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DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming and Legislation Manager

SUBJECT: State Legislation (SB277) (Action), Agenda Item No. 7

RECOMMENDATION

Recommend the TAM Board support proposed amendments on SB 277 to revise distribution percentage between Local Partnership Program's (LPP's) Formulaic and Competitive Programs from 50/50 to 85/15, respectively, with the 15% reserved for the Competitive Program to be used by the California Transportation Commission (CTC) for counties under 750,000 in population.

The proposed amendments also change the Formulaic Program that currently determines funding shares based on population only to funding shares determined by 75% on collected revenue and 25% on population.

Staff further recommends the change be phased in with a 5% adjustment per year starting in FY 20/21 until the 85%/15% split is achieved.

Lastly, staff recommends the TAM Board request the CTC to retain the current \$100,000 minimum share distribution for any qualifying fee or tax.

BACKGROUND

In 2017, Senate Bill (SB) 1 created the LPP to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.

LPP funds are distributed through a 50% formula component and a 50% statewide competitive component, as originally administered by the CTC. The CTC selects projects for the statewide component. Jurisdictions with voter approved taxes, tolls, and fees dedicated solely to transportation are eligible for the formula component and submit applications for the statewide competitive component.

LPP Formula funds are distributed to agencies with the qualifying voter-approved transportation fees. LPP Formula funds are not intended to be redistributed within a county on a competitive basis.

TAM qualifies for the LPP Formula Program with our Transportation Sales Tax fees (Measure A and Measure AA) and Vehicle Registration Fee (Measure B). Since inception, Measure A generated approximately \$400,000 and Measure B generated \$100,000 in annual LPP Formula funds for a total of approximately \$500,000, depending on revenue collection from SB 1.

Measure AA will continue as TAM’s qualifying voter-approved transportation fee after the discontinuation of Measure A.

Since inception of the LPP Formula Program, TAM had received the following distribution of funds that had been programmed to the following capital projects:

TAM’s LPP Formula Funds				
	Cycle 1		Cycle 2	
	FY 17/18	FY 18/19	FY 19/20	Total
Multi Use Path (2 nd to Andersen)	\$502,000			\$502,000
MSN Design	\$250,000	\$250,000		\$500,000
Novato SMART Station Phase 2			\$483,000	\$483,000
Total	\$752,000	\$250,000	\$483,000	\$1,485,000

The CTC will start the discussion on the next cycle (Cycle 3) of LPP funds later this year with the goal of adopting guidelines in Spring 2020. It is unknown at this time how much funds will be available and how many years of funding will be included in Cycle 3. Regardless of the amount and number of years, the next fiscal year LPP funds will be available for programming will be FY 20/21.

DISCUSSION

Since the adoption of TAM’s Legislative Platform in January 2019, a matrix of bills has been reviewed by the TAM Board. Included in the matrix of bills is SB 277 on proposed revisions to the SB 1 Local Partnership Program. SB 277 was a spot bill authored by Senator Beall in Santa Clara and the TAM Board previously adopted a position to monitor. When the spot bill was first introduced, the goal of the Santa Clara Valley Transportation Authority (VTA) was to increase the formula share to as much as 95% and change the formula distribution to be more based on revenue generated rather than population. As of July 2, 2019, changes were incorporated so SB 277 is no longer a spot bill.

There have been numerous recent discussions among the Self-Help Counties Coalition (SHCC) to amend LPP from the current distribution percentage of 50/50 between the Formula and Competitive Programs. For the past month, different distribution percentage proposals were discussed, including distribution percentages of 95/5, 90/10, and 85/15 between the Formula and Competitive Programs, respectively. Also discussed extensively were the implications on the SHCC’s relationship with the CTC from each proposal.

Some Congestion Management Agencies (CMAs) felt that a 95/5 or 90/10 distribution percentage would infringe the CTC’s ability to fund pertinent statewide projects. After much discussions and consideration, the majority of the SHCC members voted to adopt a 85/15 distribution percentage between the LPP Formula and Competitive Programs, respectively. The vote also conditioned 15% reserved for the Competitive Program to be used by the California Transportation Commission (CTC) for counties under 750,000 in population. The 15% dedication is more than what was received by smaller counties in the first round of LPP Competitive funding (10.7%) and also more than the small counties’ population share of all counties represented (11.7%), which is why most small counties have agreed to the negotiated solution.

TAM’s share of formula funds is not that significant. To close a gap in a significantly sized highway project, such as the Marin Sonoma Narrows, TAM’s annual amount of \$500,000, perhaps now growing to \$800,000 will not be nearly enough. Small counties on the edge of urban areas with substantial congestion and large costly infrastructure investments needed, would benefit more from the CTC granting discretionary funds to our projects.

While staff contemplated recommending the 50/50 split be retained, in the spirit of partnership, a lesser share going to the CTC, as a minimum, would be acceptable. Staff is recommending this change be phased in, with a 5% shift in formula annually beginning in FY 20/21 until the final amount is achieved.

Staff is recommending the TAM Board to adopt the revisions to SB 277 as recommended by the SHCC.

Furthermore, staff is recommending the TAM Board to request the CTC to retain the current \$100,000 minimum share distribution for any qualifying fee or tax. As noted above, our Measure B funds currently qualify TAM for \$100,000 in LPP funds. Potentially, the new formula can reduce this amount to less than \$100,000. Staff is recommending asking the CTC to maintain the minimum share distribution of \$100,000 for any qualifying fee or tax.

FISCAL IMPACTS

If SB 277 is amended with revisions as recommended by the SHCC and approved the State Legislative and Governor, TAM is anticipated to receive approximately \$780,000 annually instead of the current \$495,000 annually starting in FY 20/21.

NEXT STEPS

If approved by the TAM Board, communicate TAM's position to the State Legislature and other relevant agencies.

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DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Deputy Executive Director

SUBJECT: Award of Contract for Preliminary Engineering and Environmental Services (Action),
Agenda Item 8a

RECOMMENDATION

Award a contract for preliminary engineering, outreach, environmental studies/approval, and various Caltrans required approval reports for the Northbound Highway 101 to Eastbound I-580 Direct Connector Project to Kimley-Horn and Associates Inc. Contract to terminate June 2024. The Not to Exceed amount will be provided during presentation of the item. Project is included in the adopted FY 2019/2020 TAM budget for first year of expenses. Funding to be allocated from the Measure AA Transportation Sales Tax.

BACKGROUND

Currently, traffic transitioning from Northbound Highway 101 to Eastbound I-580 has two signed routes. Both routes, Sir Francis Drake and Bellam Boulevard exits, utilize local streets designed to serve local traffic. TAM has worked with its on-call team the last several years to develop seven alternative alignments for a permanent connector. After detailed discussions with Caltrans, City of San Rafael, County of Marin, and the City of Larkspur, the list of alternatives was narrowed to three and more detailed analysis was performed. Costs of the alternatives ranged from \$135 million to \$265 million and had varying degrees of impacts and right of way needs.

TAM successfully lobbied to have the lower cost connector placed into the voter approved Regional Measure 3 (RM3) to be administered by the Metropolitan Transportation Commission (MTC). Meanwhile, last November the Measure AA Transportation Sales Tax was passed by the Marin County voters with 2% of the sales tax to go to the connector project to deal with cost escalation, provide more robust public outreach, and to accelerate the project. This local commitment has allowed this project to move forward while the RM3 Program has been delayed with potential legal action.

A request for qualifications and a concept level proposal was released on April 4, 2019. The scope of services included an initial consideration of all the seven original alternatives as well as developing new ones through an extensive public outreach process, discussion with various stakeholder groups, creation of an Memorandum of Understanding (MOU) with the City of San Rafael regarding design selection, coordination with all affected jurisdictions/property owners, extensive visual simulations, and environmental studies. In addition, several Caltrans required documents: Project Study Report, Advance Planning Study, Design Exceptions, and Project Report, were included. The probable California Environmental Quality Act document will be an Environmental Impact Report. The appropriate National Environmental Policy Act (NEPA) document will be determined based on the environmental studies. Caltrans has agreed to be the NEPA lead agency. A determination was made to “federalize” the project so

it can be eligible for federal funds, if they became available during the life of the project. If the project is not initiated using the federal process, it can become very difficult to utilize these funds.

DISCUSSION/ANALYSIS

The project generated strong interest in the design community. The May 1 pre-proposal meeting was well attended by both prime consultants and a wide variety of sub-consultants. Proposals were due on May 22 and the project included a 16% Disadvantaged Business Enterprise (DBE) requirement. Four teams presented qualification statements, and each met the minimum requirements as outlined in the combined Request for Qualifications and Proposal. A decision was made to interview all four teams and interviews were scheduled on June 17.

The selection panel consisted of the Public Works Director from San Rafael, a Senior Caltrans Branch Chief, and two TAM staff members. Each prime consultant was allowed to bring any team members he/she thought appropriate. Interviews consisted of a 20-minute presentation followed by five pre-selected questions. The selection criteria and weighted percentages were:

1. Qualifications and experience of the firm(s), the designated project manager and key staff in similar undertakings (30%);
2. Experience with multi-agency multi-discipline project management and design services (20%);
3. Demonstrated experience with regulatory agency(ies) permitting procedures (20%);
4. Demonstrated experience with working with Caltrans, CEQA, NEPA procedures and/or other procedures for project approval (15%);
5. Demonstrated public outreach experience (15%).

After careful consideration, the selection panel ranked the teams in the following order:

1. Kimley-Horn and Associates, Inc.
2. HNTB Corporation
3. R&M Consulting Engineers, Inc.
4. BKF Engineers

The selection panel was very impressed with the team that Kimley-Horn had assembled. The team consists of 14 sub consultants:

- Jacobs Engineering Group – Structural Design and Environmental
- Fehr & Peers Transportation Consultants – Traffic Analysis
- Parisi Transportation Consultants – Multimodal Analysis
- Haygood and Associates – Visual Impact Assessment and Landscape Design
- WRECO – Initial Site Assessment, Biology, Drainage, and Water Quality Studies
- Parikh Consultants Inc. – Geotechnical and Foundation Reports
- Cogstone Resource Management Inc. – Paleontology Studies
- Radman Aerial Surveys Inc. – Aerial Mapping
- RSE Inc. – Survey Control and Field Surveys
- Value Management Strategies, Inc. – Value Analysis
- Associated Right of Way Services, Inc. – Relocation Impacts and Right of Way Acquisition
- CivicKnit – San Rafael MOU
- Convey Inc.– Project Website, Fact Sheets, and Graphics
- The Catalyst Group – Public Outreach

Note: Haygood, WRECO, Parikh, Cogstone, RSE, and Convey are all Caltrans certified DBE consultants and will help to meet the Project DBE goal.

The consultant team's Project Manager will be Chadi Chazbek from Kimley-Horn. The selection panel found Mr. Chazbek's project delivery background very impressive along with his proven ability to keep large complex projects on schedule. Note, TAM staff is recommending approval of a separate contract for a TAM Project Manager under a separate Board item, Item 8b.

The Kimley-Horn team is preparing a detailed cost proposal that will be delivered by July 3rd. This cost proposal will be compared to TAM's estimate and negotiations will commence. The Not to Exceed amount will be brought to the July 8th⁸ meeting for Board consideration.

FISCAL CONSIDERATION

This contract will be paid for by the Measure AA Transportation Sales Tax. Staff will continue to look for additional funding sources to supplement the approved RM3 and Measure AA funds. Staff have prepared a cash flow analysis that indicates sufficient funds exist in the Measure AA program to fund the first one-two years of effort. Beyond that time, other project needs, along with this one, may require borrowing against the Measure AA sales tax revenue to meet the cash flow needs of all projects. Category 1 projects including the Main Sonoma Narrows, and our Major Roads project cash flow needs, will require more than what will be collected in the early years of the Measure (the sales tax is collected over 30 years). Staff will return with a detailed Measure AA cash flow analysis and recommended financing options to meet the cash flow so all critical projects can be delivered on schedule.

This Project along with the approval of the Project Manger contract from Item 8b are included in the FY2019-20 TAM Annual Budget. This will be a Cost plus Fixed Fee contract, which is one of the few types of contracts allowed under federal contracting provisions. The prime and all of the consultants will only bill their direct and indirect costs with no markup or profit allowed. Staff will verify the Indirect Cost Ratios either by audit reviews or working directly with the smaller firms. In addition, a Fixed Fee will be payable to Kimley-Horn in accordance with an agreed upon schedule. Note, the Fixed Fee can be considered the profit for the team members. The Fixed Fee will remain constant for the life of the contract.

NEXT STEPS

Staff will negotiate the work scope, cost and fixed fee with Kimley-Horn prior to the July 8 meeting. Should the negotiations prove to be successful, a recommendation will be made at the meeting for contract award with a Not to Exceed amount provided. Should the negotiations prove unsuccessful, a recommendation will be made by staff to pull this Item from the Agenda and postpone to a subsequent Board meeting.

Every effort will be made to work with the consultant team to accelerate delivery of the project whenever possible. The current proposed schedule shows project approval including environmental document in mid-2023 at which time detailed design can begin. Allowing for a two-year design, this would have the project going to construction by the end of 2025. Public input received to date has indicated strong support for this project and a perceived immediate need. Staff will instruct the consultant to explore time saving techniques such as simultaneous delivery of various components.

ATTACHMENTS

None

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DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Deputy Executive Director

SUBJECT: Award of Contract for Project Management Services for 580/101 Direct Connector (Action), Agenda Item 8b

RECOMMENDATION

Award a contract for Project Management services for the Northbound Highway 101 to Eastbound I-580 Direct Connector Project to Fremier Enterprises Inc. Contract will terminate in June 2024 and the not to exceed amount will be \$400,000. Project is included in the adopted FY2019-2020 TAM Annual budget for first year of expenses. Funding will be allocated from the Measure AA Transportation Sales Tax.

BACKGROUND

Currently, traffic transitioning from Northbound Highway 101 to Eastbound I-580 has two signed routes. Both routes, Sir Francis Drake and Bellam Boulevard exits, utilize local streets designed to serve local traffic. TAM has worked with its on-call team the last several years to develop seven alternative alignments for a permanent connector. After detailed discussions with Caltrans, City of San Rafael, County of Marin, and the City of Larkspur, the list of alternatives was narrowed to three and more detailed analysis was performed. Costs of the alternatives ranged from \$135 million to \$265 million and had varying degrees of impacts and right of way needs.

TAM successfully petitioned to have the lower cost connector option to be included in the voter approved Regional Measure 3 (RM3) program, administered by the Metropolitan Transportation Commission (MTC). Meanwhile, last November the Measure AA Transportation Sales Tax was passed by the Marin County voters with 2% of the sales tax earmarked for the connector project to accelerate the project and provide more robust public outreach and deal with potential cost escalation. Commitment of the Measure AA fund has allowed this project to move forward while the RM3 Program has been delayed with various legal challenges.

Currently, the Project Management staff at TAM have been extremely busy with several projects and programs including MSN, North-South Greenway, East Blithedale, eleven interchange improvements, Street Smarts, Crossing Guards, Safe Routes to Schools, Highway 37, Bellam Boulevard, PMO management, ramp metering, and RSR Bridge Marin improvements/upper deck studies. The full-time management of the Northbound Highway 101 to Eastbound I-580 Direct Connector Project will require a significant portion of time that may compete with time needed with on-going projects and programs. TAM has previously utilized consultants to assist with delivery of many projects including the Highway 101 Gap Closure, early phases of MSN, and the Westbound to Northbound 580/101 connector. Staff also believe a dedicated Project Manager for this project could facilitate a faster project delivery schedule, and better attendance to the community engagement process.

DISCUSSION/ANALYSIS

A decision was made to utilize a consultant to assist the TAM project management team with the delivery of the Northbound Highway 101 to Eastbound 580 Direct Connector Project. This person would be the face of the project and interact with the consultants, various agencies, and most importantly Caltrans and the City of San Rafael. TAM would still retain overall management of the Project and would be directly involved in all major decisions. In addition, TAM staff would be responsible for approving all project related expenses. In no case would the contracted project manager approve consultant invoices or act as an agent of TAM for interagency agreements or right of way negotiation activities. TAM will retain signatory authority on documents involving TAM funds.

Three potential project managers were interviewed from a pre-qualified list. The interview panel consisted of members from TAM and the City of San Rafael. Each candidate was chosen for her/his high degree of local knowledge and Marin specific experience. Interviews were held in May and each candidate was asked about his/her approach in managing this highly visible project and the best way to include all points of view and minimize controversies. The outreach team will need a leader that can help guide the process. In addition, the questions included how the consultant could be encouraged to seek ways to shorten the timeline for delivery.

After careful consideration, the selection panel selected Connie Fremier of Fremier Enterprises Inc. to be the Project Manager. Ms. Fremier has 31 years of experience delivering transportation projects throughout the Bay Area. She is very well versed in the role of TAM in dealing with Caltrans and other agencies having spent considerable time delivering the TAM Highway 101 Gap Closure project through San Rafael, and projects for the Alameda County Transportation Commission, and the Sonoma County Transportation Commission. She has a very good track record of delivering complex projects in Marin.

FISCAL CONSIDERATION

This Project along with the consultant from Item 8a are included in the FY2019-20 TAM Annual Budget funded with Measure AA funds. This will be a Time and Material contract. An initial amount of \$400,000 is recommended based on the work needs and the duration of the project. Consistency of project management is vital for successful delivery of the project.

NEXT STEPS

Upon board approval, Ms. Fremier is planning to begin immediately to advance this project. Some of the initial steps are drafting a Cooperative Agreement with Caltrans and beginning work with the outreach team.

ATTACHMENTS

None



DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate FY 19/20 Measure A and Measure AA Transportation Sales Tax Funds to Marin Transit (Action), Agenda Item No. 9

RECOMMENDATION

Allocate \$6,404,063 in Measure A funds and \$12,800,000 Measure AA funds to the Marin County Transit District (Marin Transit) from Strategy 1 and Category 4 of the respective Strategic Plans for FY 19/20 for a total of \$19,204,063.

BACKGROUND

Measure A

Strategy 1 of the Measure A Expenditure Plan is to develop a seamless local bus transit system that improves mobility and serves community needs, including special transit for seniors and the disabled (paratransit services), as well as rural transit service. The Measure A Expenditure Plan provides a dedicated source of local funds for public transit which Marin Transit uses to plan and implement services for the County's residents. Strategy 1 includes four sub-strategies, which are:

- 1.1 - Maintain and expand local bus transit service
- 1.2 - Maintain and expand the rural bus transit system
- 1.3 - Maintain and expand transit services and programs for those with special needs
- 1.4 - Invest in bus transit facilities for a clean and efficient transit system

TAM has annually allocated Measure A funds to Marin Transit according the available amounts shown in the Measure A Strategic Plan. Funds not requested or funds unused after each fiscal year are carried over as available the following fiscal year.

Since TAM stopped collecting Measure A revenue on March 30, 2019, this allocation of Measure A funds represents the last allocation of regularly collected funds. Future allocation of Measure A funds will come from nominal amounts of unused funds that had been previously allocated and from Measure A reserve funds that will be released when new reserve funds are collected from Measure AA under the new Reserve Policy adopted by the TAM Board on July 27, 2019.

Measure AA

Category 4 of the Measure AA Expenditure Plan is to maintain and expand efficient and effective local transit services in Marin County to reduce congestion and meet community needs, including services to

schools and specialized service for seniors and persons with disabilities, to reduce congestion and meet community needs. Category 4 includes four sub-categories, which are:

- 4.1 - Maintain & improve existing transit service in areas that can support fixed-route service
- 4.2 - Maintain & expand the rural and recreational bus services, such as the West Marin Stagecoach
- 4.3 - Maintain & expand transit services and programs for those with special needs
- 4.4 - Provide transit services to schools to reduce local congestion
- 4.5 - Invest in bus transit facilities for a clean and efficient transit system
- 4.6 - Expand access to ferries and regional transit, funds to be requested and managed by GGBHTD

TAM started collecting Measure AA funds on April 1, 2019. This is the first allocation of Measure AA funds to transit. Measure AA funds not requested or funds unused after each fiscal year are carried over as available the following fiscal year.

FUNDS AVAILABLE

The latest Measure A and Measure AA Strategic Plans show more than \$21.8 million total available for allocation to Marin Transit in in FY 19/20. The breakdown is shown in the following table:

	Estimated Carryover	Estimated Unallocated FY 18/19 Funds	Estimated Unallocated FY 19/20 Funds	Estimated Total Available	Requested Amount	Estimated Carryover
Measure A						
1.1 Maintain and Expand Local Bus Transit Services	\$2,015,572	\$0	\$0	\$2,015,572	\$2,015,572	\$0
1.2 Maintain & Expand Rural Bus Transit System	\$0	\$0	\$0	\$0	\$0	\$0
1.3 Maintain & Expand Transit Special Need Services	\$0	\$0	\$0	\$0	\$0	\$0
1.4 Invest in Bus Transit Facilities	\$4,388,491	\$0	\$0	\$4,388,491	\$4,388,491	\$0
Measure AA						
4.1 Maintain and Expand Existing Transit Services	\$0	\$2,024,138	\$7,332,000	\$9,356,138	\$7,800,000	\$1,556,138
4.2 Rural and Recreational Services	\$0	\$184,013	\$666,545	\$850,558	\$900,000	(\$49,442)
4.3 Services with Special Needs	\$0	\$582,706	\$2,110,727	\$2,693,434	\$2,800,000	(\$106,566)
4.4 Transit Services for Schools	\$0	\$306,688	\$1,110,909	\$1,417,597	\$1,300,000	\$117,597
4.5 Bus Transit Facilities	\$0	\$245,350	\$888,727	\$1,134,077	\$0	\$1,134,077
Total for Marin Transit	\$6,404,063	\$3,342,895	\$12,108,908	\$21,855,866	\$19,204,063	\$2,651,803

Marin Transit is requesting \$6,404,063 in Measure A funds and \$12,800,000 in Measure AA funds for a total request of \$19,204,063. The remaining unrequested amount of \$2,651,803 in Measure AA will be carried over as available next fiscal year.

As shown in the above table, Marin Transit is requesting more funds from Categories 4.2 and 4.3 than shown as available. If Marin Transit draws down the entire allocated amounts from Categories 4.2 and 4.3, there will be small deficits in both Categories. These small deficits can be defrayed when Measure A reserve funds are released the latter part of FY 19/20.

On June 27, 2019, the TAM Board adopted a Measure A Reserve Fund Policy to release Measure A reserve funds and collect Measure AA reserve funds on a 1:1 ratio. The TAM Board also adopted a 5% collection of Measure AA funds for reserve over five years. Based on this rate of collection, approximately \$1.45 million in Measure AA reserve funds will be collected for FY 19/20, which also means that approximately \$1.45 million in Measure A funds will be released to sponsors. Marin Transit will be eligible for 55% of the \$1.45 million in Measure A reserve, which is sufficient to defray the two nominal deficits shown for Categories 4.2 and 4.2.

Please note that the remaining unrequested amount is subject to change, depending on the unused funds from FY 19/20 and the final revenue collection from FY 19/20. Both figures will be finalized by September 2019. Historically, both figures had generally increased because: 1) Marin Transit tended to leave some funds, even if nominal, unexpended and 2) annual revenue collections had been normally higher than our conservative estimates. Therefore, the current remaining unrequested amount of \$2,651,803 could increase when Marin Transit requests for FY 20/21 funds in June 2020. Also, this unrequested amount does not account for the Measure A reserve funds that will be released in FY 19/20, adding to the amount available for allocation.

SCOPE OF SERVICE

Marin Transit is responsible for local transit service within Marin County, providing over 3.2 million unlinked passenger trips per year and just over 250,000 revenue hours of service. Marin Transit provides services through contract operators including the Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Airporter, MV Transportation, and the Marin Senior Coordinating Council (Whistlestop Wheels).

Since FY 16/17, Marin Transit has added 19% more service. Marin Transit will be modifying service in FY 19/20 that has not met productivity targets, redeploing resources on overcrowding on school routes, and launching a new on-demand service pilot, Transit Connect.

Marin Transit's focus for FY 19/20 is maintaining existing local service and initiating new projects and service enhancements, as described below.

- Transition from Measure A to Measure AA
- Maintain expanded regular local and trunk line services
- Maintain expanded shuttle service
- Continuation and expansion of yellow bus program
- Continuation of rural service expansion implemented in 2014
- Pursue the Purchase of Facility ROW

Details of Marin Transit's work scope for FY 19/20 can be found in Attachment A (Allocation Request Form)

FISCAL IMPACTS

Estimated requested amounts were anticipated in the development of the FY 19/20 TAM Budget and have been incorporated in its scheduled adoption in June 2019. Small administrative changes will be needed to reconcile the estimated requested and the final requested numbers for the FY 19/20 TAM Budget; however, no further TAM Board action is needed at this time.

NEXT STEP

If approved by the TAM Board, a funding agreement for the total approved amount will be issued to Marin Transit.

ATTACHMENT

Attachment A: FY 19/20 Marin Transit Allocation Requests

Attachment A

Allocation Request Form

Transportation Authority of Marin
Measure A/AA – Transportation Sales Tax

Table with 2 columns: Field Name and Value. Fields include Fiscal Year of Allocation (2019/20), Expenditure Plan (Measure A Category 1 – Local Bus Transit, Measure AA Category 4 – Local Bus Transit), Project Name (Maintain and Expand Local Transit Services), and Implementing Agency (Marin County Transit District (Marin Transit)).

SCOPE OF WORK

The Marin County Transit District (Marin Transit) is responsible for local transit service within Marin County, and provides over 3.2 million unlinked passenger trips per year and over 260,000 revenue hours of service. Marin Transit delivers services through contract operators. These include: Golden Gate Bridge Highway & Transportation District (GGBHTD), Marin Airporter, MV Transportation, Marin Senior Coordinating Council (Whistlestop), and Michael’s Transportation. Marin Transit’s Short Range Transit Plan (SRTP) is the primary service and financial planning document for the District. and includes ten years of financial projections for operations and capital programs. The District’s Board adopted the most recent SRTP on December 18, 2017.

Marin Transit added 19% more service in F2016/17. During fiscal years FY2017/18 and FY2018/19 Marin Transit monitored the expanded level of fixed route services. In fiscal year FY2019/20 Marin Transit is modifying service that has not met productivity targets, redeploying resources focus on overcrowding on school routes, and evaluating the new on-demand service pilot, Transit Connect. Additionally, the District is focused on a capital project to purchase land for a maintenance and transit vehicle parking facility. Information about current programs and services is included in the following sub strategy descriptions.

This allocation request reflects the transition between Measure A and the sales tax reauthorization Measure AA that was passed by the voters in November 2018. In FY2019/20 Marin Transit will draw down remaining Measure A funds and transition to Measure AA funding. The renewal measure (Measure AA) is a 30- year extension effective April 2019. Local sales tax funding provides approximately 40% of Marin Transit’s operating revenues. The sales tax also provides a share of capital funds needed to match federal and state grant funding for vehicles. As shown in the District’s 2017 Short Range Transit Plan, without the sales tax funding Marin Transit would need to cut service levels significantly and end programs like the community shuttles, West Marin Stagecoach, Muir Woods Shuttle and school bus service.

Measure AA continues to prioritize local transit and the voter approved expenditure plan indicates that 55% of allocated sales tax revenues will go to local transit (Table 1). The transition from Measure A to Measure AA reduces the amount of funding available to Marin Transit. Marin Transit is working with TAM to understand these impacts and model the reductions in the current SRTP update. Measure AA also creates a new School Service sub-strategy (Table 1). Measure A funds were spent on supplemental school, the youth bus pass program and yellow bus under the Local Service sub-strategy. Additional funds are committed to school transportation in Measure AA.

Table 1: Comparison of Allocation Percentages for Local Transit between Measure A and Measure AA

Local Transit Sub-Strategy	Measure A % ¹	Measure AA % ²
Local Bus Service	37%	33%
Rural Bus Service	3%	3%
Special Needs	9%	9.5%
Bus Transit Facilities	6%	4%
School Service	0% ³	5%
Total to Marin Transit	55%	45.5%
Ferry Access ⁴	0%	0.5%
Total to Local Transit	55%	55%

Notes:

- 1) Percentages are applied to sales tax revenue after a 5% admin fee and any applicable reserve is taken off the top and percentages from completed highway projects re-distributed all other strategies.
- 2) Percentages are applied to sales tax revenue after a 5% admin fee, a 5% reserve and a \$2.35 million reduction (8.5%) for major roads is taken off the top; effective percent to transit is 45% for the first 14 years.
- 3) Included in Local Bus
- 4) GGBHTD bus service to the ferry was funded on a discretionary basis from Measure A interest. Under Measure AA, funds are committed annually for this service and will be allocated directly to GGBHTD as outlined in the new Expenditure Plan.

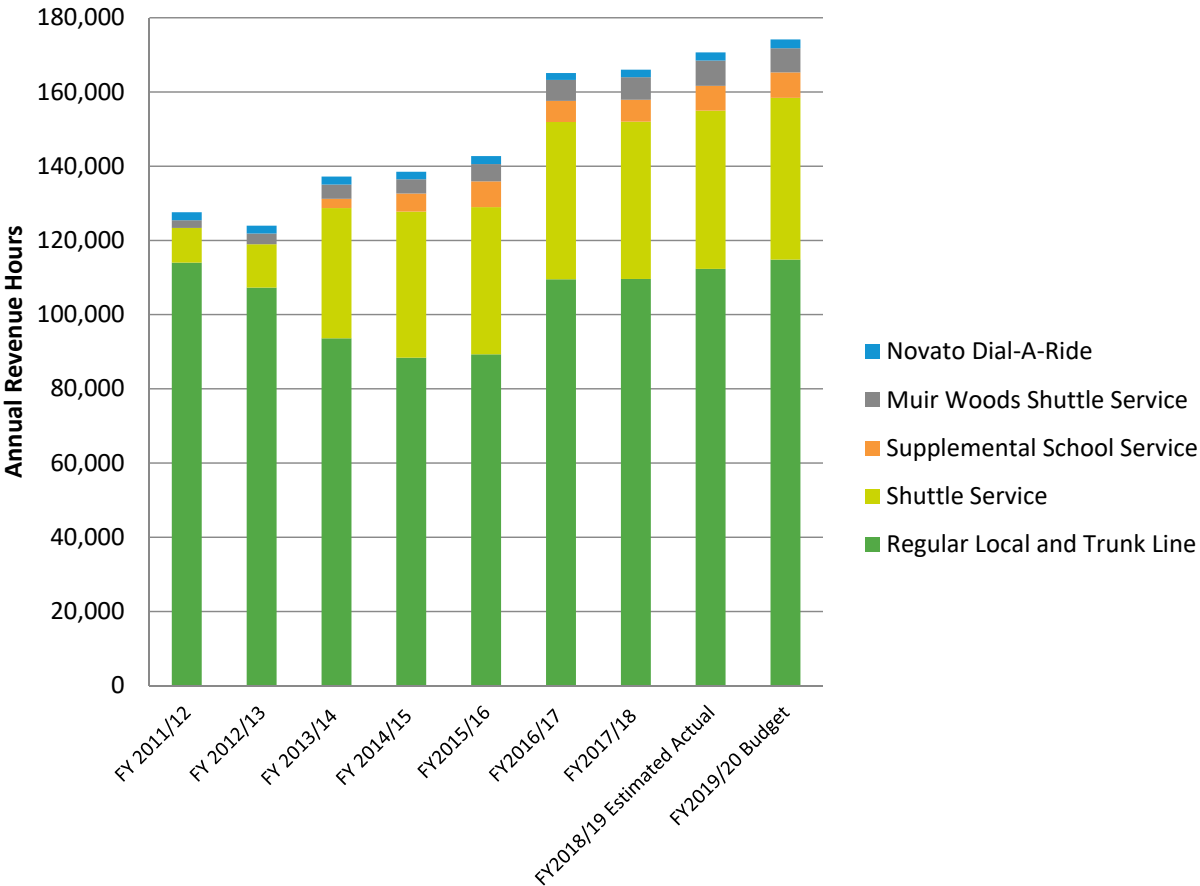
Measure A Subcategory 1.1 & Measure AA Category 4.1
Maintain and Improve Existing Levels of Bus Transit Service

Major programs funded under this sub-strategy include local fixed route (GGBHTD contract), community shuttle service, supplemental school service, Muir Woods seasonal shuttle, and Novato Dial-A-Ride. All services are operated under contract, and the direct contract service costs are 80% of budgeted expenses. Other major expenses are: consultant services (ride checks, service contract audits, grant funded studies), directly purchased fuel, communication, marketing, and staff time for contract oversight. The requested \$9,815,575 of Measure A and Measure AA funds will provide almost half of the needed revenues to operate the local fixed route service and is Marin Transit’s largest single source of funding.

Funding for school services, including supplemental school service, youth bus pass, and yellow school bus services is now funded in a separate Measure AA category.

The local service budget (including supplemental school service) for FY 2019/20 is \$22.4 million. This is a two percent (2%) increase from the prior year budget and provides for a similar service level.

Figure 1: Local Service Hours by Program



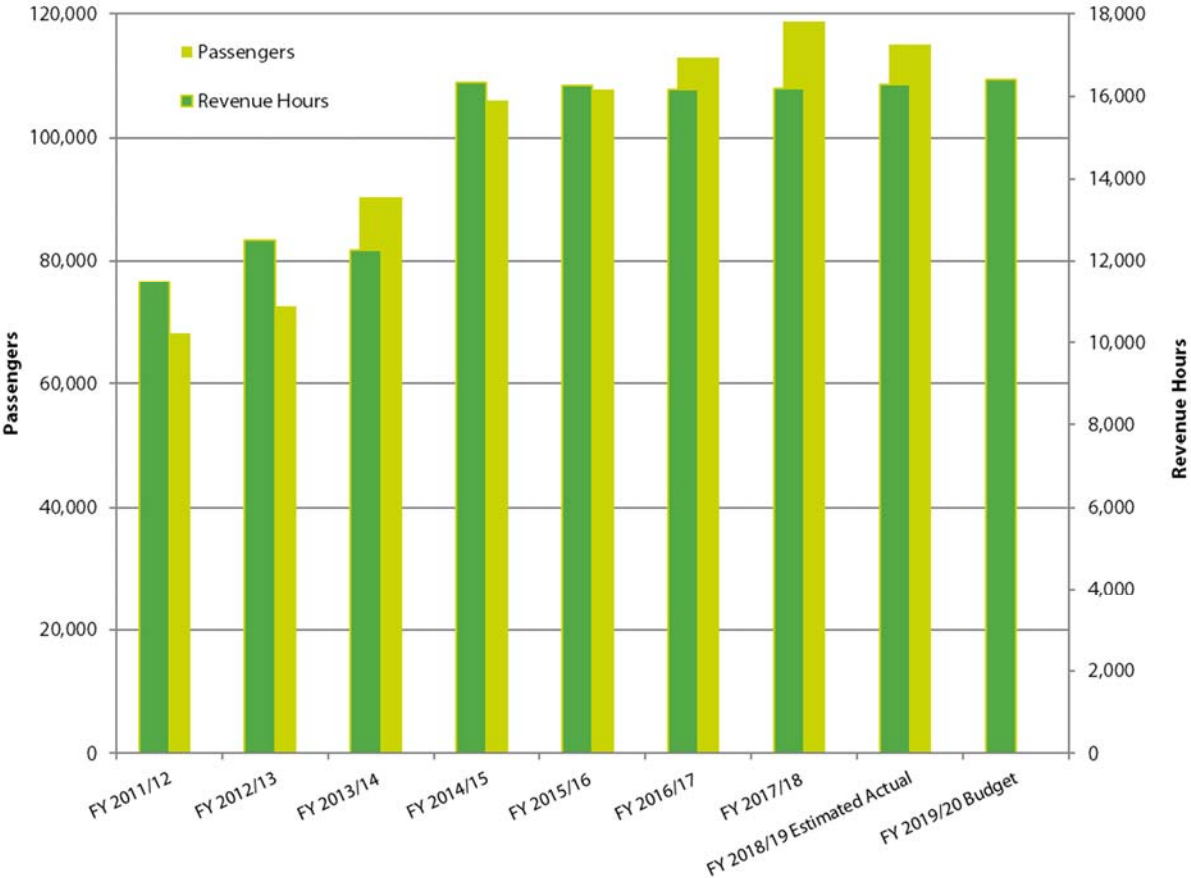
Highlights for this sub-strategy in the coming year:

- Continued funding for 22% expansion of regular local and trunk line services
- Continued funding for 8% increase in shuttle service
- Monitoring and adjust new service
- Shift of school service to new Measure AA category

Measure A Subcategory 1.2 & Measure AA Category 4.2
Maintain and Expand Existing Levels of Rural and Recreational Bus Services

Rural service is operated as the West Marin Stagecoach and includes northern route 68, southern route 61, and Tomales-Dillon Beach Dial-A-Ride. The Stagecoach did not have a dedicated local source of funding until the passage of Measure A. The allocation request of \$900,000 is \$90,000 less than the prior year due to the amount of funds available. Measure A will fund 46% of Rural costs in FY2019/20 compared to 53% in the prior year. To provide this level of funding Marin Transit anticipates the need to expend Measure A reserve funds that may be released to strategies. Figure 3 shows the rural service hours and associated passenger by fiscal year.

Figure 2: Rural Service Hours and Unlinked Passenger Trips by Fiscal Year



Highlights for this sub-strategy in the coming year:

- Continue expanded rural service

Measure A Subcategory 1.3 & Measure AA 4.3
Maintain and Expand Transit Services and Programs for those with Special Needs

Marin Transit has been very successful in meeting the goal of sub strategy 1.3 and has pioneered new programs to increase mobility for those with special needs under the Marin Access banner. Marin Access goes beyond the required operation of local paratransit to expand services for seniors and the disabled. In addition to providing traditional paratransit services, with the help of Measure A and Measure B, Marin Transit provides travel training, subsidizes taxi services, and volunteer driver programs.

Mobility management initiatives in the FY 2019/20 budget include:

- Continuation of the pilot and evaluation of Marin Transit Connect, an accessible same-day transportation service available to the general public within a limited geographic area;
- Exploring additional opportunities to improve the Marin Access Transportation Services user experience;
- Evaluating current travel training efforts and expanding the program to include a volunteer travel ambassador program and eligible rider orientation sessions;
- Continuation of the development of resources to assist local traditional volunteer driver programs;
- Conducting outreach in venues easily accessible and commonly frequented by older adults and people with disabilities; and
- Improving coordination between human service agencies and transportation providers.

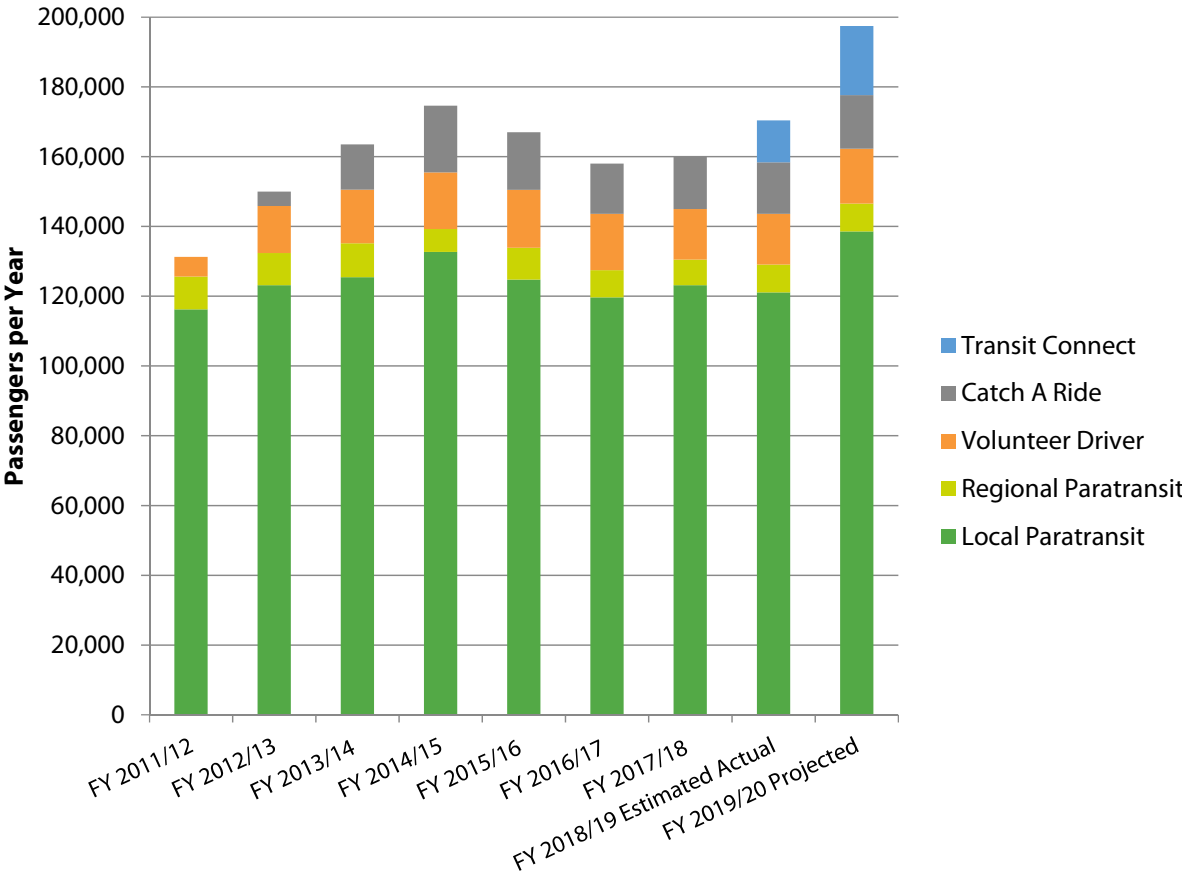
Marin Transit also provides free fixed route tickets to Marin County’s Homeward Bound participants primarily for travel to work that are valued at \$100,000 per year.

Marin Transit is requesting all of the available funds in this sub-strategy, \$2,800,000. This will provide to provide approximately 37% of the needed revenues to operate Marin Transit's Marin Access programs:

Local Paratransit Service	135,000 trips
Catch A Ride	15,000 trips
Transit Connect	8,500 trips
Volunteer Driver	14,800 trips

Services for seniors and persons with disabilities are planned with the support of the existing consumer-based Paratransit Coordinating Council, which advises the Transit District on the needs of these communities, and public input from all areas of the county. To advise Marin Access and to promote multi-agency coordination of transportation resources, Marin Transit developed the Marin Mobility Consortium, a working partnership consisting of agency representatives and advocates. In FY15/16 Marin Transit undertook a comprehensive evaluation of all of its mobility management programs. Findings and recommendations from this study informed a subsequent action plan that guides current planning work and future program investments.

Figure 3: Marin Access Passengers by Fiscal Year



Highlights for this sub-strategy in the coming year:

- Evaluation of Transit Connect Pilot Project
- Launch of new paratransit payment system

Measure AA Category 4.4 Transit Services to Schools

While Category 4.4 Transit Services to School is a new sub-strategy in Measure AA, local sales tax funding was used to provide these services under Measure A. Under Measure A, Marin Transit used Subcategory 1.1- Bus Transit Service funds to provide transit service and yellow bus service to Marin County schools. The addition of the new category in Measure AA will formalize the funding commitment to school transit and increase the transparency and accountability for the expenditures. Marin Transit will continue to lead planning efforts for yellow bus service growth and implement recommendations from the 2015 Countywide School Transportation Study.

Measure AA will provide funding for supplemental fixed route school service to middle and high schools. The revenues will also make the continuation of the youth pass program that provide free transit to low income Marin County students.

Marin Transit will use Category 4.4 sales tax funds to support yellow school bus transportation in Marin County. This non-traditional role for a transit agency is made possible by Measure AA and other local funds, and allows Marin Transit to try a new approach to address school transportation and school related traffic congestion. The program includes the following components:

- (A) Management of the Ross Valley yellow bus program
- (B) Operations oversight for Reed Union and Mill Valley School Districts
- (C) Distribution of Measure AA funding to existing Marin County Yellow Bus Programs (new in FY 2019/20)
- (D) General staffing support for the development of yellow bus services in Marin County

(A) Management of the Ross Valley yellow bus program - In FY 2019/20 Marin Transit will continue to manage operations, service contracts, and pass sales for six yellow buses serving Ross Valley schools. Annually, Marin Transit makes several assumptions to develop the budget and price the passes for the upcoming school year. These assumptions include pass sales and contributions from other local agency partners such as the County of Marin, the Town of San Anselmo, and the Town of Fairfax. Since Marin Transit holds the contract with the service provider, the District bears the risk should any of these assumptions fall short of expectation.

(B) Operations oversight for Reed Union and Mill Valley School Districts - Marin Transit will continue to provide operations oversight for the Reed Union and Mill Valley School Districts, which pay Marin Transit directly for services and staff time to help manage their yellow bus services. Services included in the budget are shown in Table 10.

(C) Distribution of Measure AA funding to existing Marin County yellow bus programs - With the passage of Measure AA, a new sub-strategy for school transportation was established. Marin Transit is not receiving new funding, but funding that was previously in the Local Transit and Capital Funding sub-strategies now make up the new sub-strategy. Marin Transit has always spent Measure A sales tax on school transportation, including supplemental school service, the youth pass program and bus service to Ross Valley schools. With the increase in other State transportation funding through Senate Bill 1, Marin Transit identified that additional sales tax funds were available for distribution to yellow bus programs.

An ad hoc school transportation committee of the Marin Transit Board was established in 2016 and subsequently met 13 times in two years to discuss school transportation needs and Marin Transit's role in providing home to school bus service. TAM staff, and representatives of interested towns, cities and school districts participated in the meetings of the ad hoc committee. Guidance from this ad hoc committee ultimately resulted in Board approval of the distribution of \$600,000 of Measure AA funds to five existing regular home to school yellow bus programs in Marin County. Programs were selected based on threshold criteria. The distribution of funds in FY 2019/20 was determined based on a formula that takes a percentage subsidy of a program's one-way pass price and multiplies it by the number of one-way passes it distributed in FY 2017/18. This amount will be the base amount and remain set for three years beginning in FY 2019/20. The base amount

will be adjusted annually for Marin County sales tax growth. The base amount may also be adjusted if a program's service level is reduced by more than 20 percent.

(D) General staffing support for the development of yellow bus service in Marin County- Marin Transit will continue to document need, facilitate and provide planning support for new service, and help develop and sustain yellow bus service in Marin County.

Highlights for this sub strategy in the coming year:

- Distribution of \$600,000 to existing yellow school bus programs
- Continue supplemental school service to middle and high schools
- Continue youth pass program that provides free fixed route transit to income qualified youth

Measure A Subcategory 1.4 & Measure AA Category 4.5 Invest in Bus Transit Facilities

Marin Transit has developed a capital improvement program for FY2019/20 that supports the projects and services described in the previous sub-strategies. As required in the Measure A Expenditure Plan, Marin Transit has given high priority to opportunities to match or leverage Measure A funds to ensure the maximum benefit from transportation sales tax dollars. In the early years of the Measure, state bond funds were available to match federal funding for transit vehicles. This bond funding is no longer available and Marin Transit is increasingly reliant on Measure A capital funds for the local share (18%) of transit vehicle procurements.

Marin Transit continues to be successful in leveraging Measure A funds for discretionary grants. Marin Transit's overall FY2019/20 capital program totals \$21.6 million dollars. Marin Transit is requesting \$4.4 sales tax funds for transit facilities which, combined with previously allocated Measure A interest funds for the yellow bus parking facility, will fund 33% of Marin Transit's capital budget for FY 2019/20. The primary expenditures are for 11- 40ft replacement buses. The 18% local match for this project will expend \$1.6 million in sales tax funding.

MEASURE A SHARE OF FY2019/20 CAPITAL PROJECTS

Project	FY2019/20 Budget	Total Project Cost	Percent of Project funded with Measure A
Electric Vehicle Infrastructure	132,000	114,200	100%
Purchase 4 Replacement XHF's	1,710,000	1,710,000	42%
Hybrid Mid-Life Battery Replacements	300,000	130,000	100%
Purchase 11-40ft Hybrids (Replace 7) Artics)	9,057,000	9,057,000	18%
Purchase 16 Paratransit Replacements	1,472,000	1,000	18%
Purchase 2 XHF Replacements	850,000	1,000	18%
Purchase 9 Shuttle Replacements	1,161,000	1,000	18%
Purchase 4 - 40ft Electric (Replace 3) Artics)	3,240,000	500	18%
Subtotal Vehicles	17,922,000	11,014,700	22%
Bus Stop Improvements SGR (BI)	2,201,130	15,000	9%
Bus Stop Assessment Update	115,000	5,000	100%
Subtotal Bus Stop Improvements	2,316,130	20,000	14%
Facility ROW Purchase	6,600,000	6,364,192	40%
Yellow Bus Parking Facility	3,000,000	3,000,000	100%
Subtotal Facility	9,600,000	9,364,192	61%
On Board Equipment - 2016	210,000	36,760	18%
MERA	29,000	29,000	100%
AVL Replacement Equipment	180,000	174,500	18%
Realtime Signs	212,394	212,394	18%
Subtotal Technology Projects	631,394	459,134	22%
Golden Gate Capital Costs (GG)	18,000	18,000	100%
Bus Stop Maintenance (BM)	100,000	100,000	100%
Major Vehicle Repairs (VR)	202,000	202,000	100%
Infrastructure Support (IF)	400,000	400,000	100%
Subtotal Ongoing Capital Expenses	720,000	720,000	100%
Total Expenditures	31,189,524	21,578,026	33%

Strategic Plan Update

Programmed and Requested Amounts

Measure A Strategy 1 – Local Bus Transit		FY 19/20 Requested Amount	Notes
1.1	Maintain and Expand Local Bus Transit Service	\$2,015,572	Or all available
1.2	Maintain & Expand Rural Bus Transit System	\$0	Or all available
1.3	Maintain & Expand Transit Services for Those with Special Needs	\$0	Or all available
1.4	Invest in Bus Transit Facilities for a Clean and Efficient Transit System	\$4,388,491	Or all available
Measure AA Category 4 – Local Bus Transit		FY 19/20 Requested Amount	Notes
4.1	Bus Transit Service	\$7,800,000	
4.2	Rural/Recreational Bus Services	\$900,000	
4.3	Transit Services for Special Needs	\$2,800,000	
4.4	Transit Services to Schools	\$1,300,000	
4.5	Bus Transit Facilities	\$0	
Total		\$12,800,000	

Cash flow Availability	100% of Measure A/AA funds available in FY 2019/20
Other Funds	<p>Marin Transit will leverage Measure A funds with other funds, including:</p> <ul style="list-style-type: none"> • Transportation Development Act Funds (TDA) • State Transit Assistance (STA) • Fares • Property Taxes (used primarily for paratransit) • Federal Transit Administration Section 5311 Rural Transit Funds (used for West Marin Stagecoach Service) • Federal Transit Administration 5307 Bus and Bus Facilities Funds
Project Delivery Schedule	July 1, 2019 – June 30, 2020
Environmental Clearance	Not Applicable



DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate Transportation Sales Tax (Measure A) Funds to Novato for the Novato Boulevard Segment 1 Rehabilitation Project (Action), Agenda Item No. 10a

RECOMMENDATION

Recommend the allocation of \$1,000,000 in Transportation Sales Tax (Measure A) funds to Novato to commence the right-of-way (ROW) and design phases for the Novato Boulevard Segment 1 Rehabilitation Project.

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 were described as the most heavily traveled and regionally significant. A list of eligible roads was adopted with the Measure A Expenditure Plan. A detailed prioritization process engaged in by local stakeholders and all of our local jurisdictions in 2006 established Novato Boulevard as the first prioritized project in the North Planning Area.

While Measure AA started revenue collection on April 1, 2019, there is a carryover of approximately \$9.6 million in Measure A funds for projects in the Major Road Strategy and the Richmond San Rafael Approaches of the Measure A Program. All Measure A carryover funds will be used before Measure AA funds are allocated. This allocation request from Novato will be funded with Measure A funds.

NOVATO BOULEVARD REHABILITATION PROJECT

Under the Measure A Expenditure Plan, the Novato Boulevard Rehabilitation Project is a corridor on Novato Boulevard between Diablo Avenue to San Marin Drive. Since 2007, Novato divided the Novato Boulevard Rehabilitation Project into the three following segments:

- Segment 1 is between Diablo Avenue and Grant Avenue;
- Segment 2 is between Grant Avenue and Eucalyptus Avenue; and
- Segment 3 is between Eucalyptus Avenue and San Marin Drive.

The TAM Board previously allocated \$656,251 and \$617,000 in Measure A funds to complete improvements on Segments 2 and 3, respectively. Segment 1 from Diablo Avenue and Grant Avenue is the more complicated portion of the Novato Boulevard and the subject of this allocation request.

PROJECT ALLOCATION REQUEST

The City of Novato is requesting \$1,000,000 in Measure A funds to commence the ROW and design phases of the Novato Boulevard Rehabilitation Project from Diablo Avenue to Grant Avenue (Attachment A). These phases are estimated to cost \$1,200,000. Novato will contribute \$200,000 in City Development Impact Fees to the overall costs.

This project will provide two through travel lanes (one in each direction) and a center-turn lane between Diablo Avenue and Boulevard Terrace, and three through-travel lanes (two westbound and one eastbound) and a center turn lane between Boulevard Terrace and Grant Avenue. The project would also include other improvements such as new and reconstructed sidewalk/curb/gutter, new bicycle lanes, reconstructed driveways, landscaping and water quality enhancement areas, and new traffic signals. Acquisitions of portions of land along Novato Boulevard would be necessary in order to construct the proposed project. Land acquisitions would be required on the frontage of seven parcels, all of which would be between Cypress Avenue and Diablo Avenue. Attachment B is a map of the project limits.

Novato representatives will be in attendance at this TAM Board meeting to provide an overview of the potential project and address questions regarding the funding request.

Prior Allocations

This allocation request represents the third request for Novato Boulevard Segment 1 Rehabilitation Project. The TAM Board previously allocated \$114,450 and \$286,635 in Measure A funds for a total of \$401,085 to the Novato Boulevard Segment 1 for the preliminary engineering and environmental phases.

As mentioned above, the TAM Board also allocated \$656,251 and \$617,000 in Measure A funds to complete improvements on Segments 2 and 3, respectively.

A total of \$1,674,336 in Measure A funds have been allocated to the Novato Boulevard Rehabilitation Project for all three segments.

Remaining Funds Available

The Measure A Strategic Plan programmed approximately \$12.085 million for the North Planning Area. In addition to the Measure A funds, the North Planning Area also has approximately \$1.176 million in State Local Partnership Program (SLPP) funds.

In July 2010, the TAM Board committed SLPP funds to the Five Planning Areas in the Major Roads category of Measure A. However, in July 2011, the TAM Board diverted all available SLPP funds from the Major Roads category to the SMART project. Concurrently, the TAM Board directed the same amount of Measure A Debt Reserve to the Major Roads category of projects as backfill. The North Planning Area was programmed approximately \$1.176, which is available for Novato Boulevard Rehabilitation Project.

In addition to the Measure A Debt Reserve funds, the TAM Board in February 2017 released \$1.88 million in Measure A reserve funds. The proportional share of Measure A reserve funds for the North Planning Area is \$53,631.

Therefore, the total available funding for the Novato Boulevard Rehabilitation Project is approximately \$13.315 million. As mentioned, a total of \$1.674 was previously allocated, leaving \$11.641 million remaining. If this request of \$1 million is approved, \$10.641 million will be available for the construction phase.

It is anticipated that the Novato Boulevard Segment 1 Rehabilitation Project will use all remaining available funds. However, any funds not used by the Novato Boulevard Segment 1 Rehabilitation Project as the first prioritized project in the North Planning Area will be preserved for the second prioritized project, which is Novato's San Marin Drive between Novato Boulevard and Highway 101.

Reimbursement Schedule

As noted above, there is approximately \$9.6 million in Measure A carryover funds for Major Road and Richmond San Rafael Bridge Approach projects. While the \$9.6 million in Measure A carryover funds are sufficient to fully reimburse this allocation in FY 19/20, a capital project rarely needs 100% of allocated funds in the same fiscal year as the funds were allocated. A cashflow schedule spanning two to three years is more realistic. Furthermore, it is anticipated that other allocation requests will be received that will exceed the availability of Measures A and AA funds in about four years.

To prolong the need to borrow funds, sponsors of Major Road and Richmond San Rafael Bridge Approach projects will be asked to anticipate a reimbursement schedule that coincides with the funding needs of their projects.

It has been determined that the maximum allowed for reimbursement for these phases of the Novato Boulevard Segment 1 Rehabilitation Project without infringing on Novato's ability to progress normally is the following:

- 20% in FY 19/20
- 50% in FY 20/21
- 30% in FY 21/22

If Novato does not request any reimbursement in FY 19/20, then 70% of the funds will be available for reimbursement in FY 20/21. If Novato does not request any reimbursement until FY 21/22, 100% of the funds will be available for reimbursement in FY 21/22 or thereafter.

Novato Public Works staff concurs with the abovementioned reimbursement schedule and believes it is a realistic cashflow need of the project.

FISCAL IMPACTS

If approved, the abovementioned reimbursement schedule will be incorporated in the Measure AA Strategic Plan and TAM's budgets for FY 19/20, FY 20/21, and FY 21/22. It will also be included in the funding agreement with Novato for this project.

NEXT STEPS

Upon approval, a funding agreement will be issued to Novato for Measure A funds for the Novato Boulevard Segment 1 Rehabilitation Project.

ATTACHMENTS:

Attachment A – Allocation Request Form
Attachment B – Map of Project Limits

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Attachment A

**Transportation Authority of Marin
Measure A – Transportation Sales Tax
Allocation Request Form**

Fiscal Year of Allocation: 2019/20

Expenditure Plan: Strategy 3: Sub-strategy 3.1 – Major Roads and Related Infrastructure

Project Name: Novato Boulevard Segment 1 – Diablo Avenue to Grant Avenue

Implementing Agency: City of Novato

Project Purpose and Need: To provide operational improvements, bicycle lanes, and pedestrian facilities to Novato Blvd. between Diablo Avenue and Grant Avenue.

Scope of Work: This last phase of improvements to Novato Boulevard proposes to provide two through travel lanes (one in each direction) and a center-turn lane between Diablo Avenue and Boulevard Terrace, and three through-travel lanes (two westbound and one eastbound) and a center turn lane between Boulevard Terrace and Grant Avenue. The project would also include other improvements such as new and reconstructed sidewalk/ curb/gutter, new bicycle lanes, reconstructed driveways, landscaping and water quality enhancement areas, and new traffic signals. In addition to the proposed roadway improvements, the project would include undergrounding of utilities and upgrades to existing sewer and water lines. Acquisitions of portions of land along Novato Boulevard would be necessary in order to construct the proposed project. Land acquisitions would be required on the frontage of seven parcels, all of which would be between Cypress Avenue and Diablo Avenue.

Background: The Novato Boulevard Segment 1 Improvement project was initiated in the city's Capital Improvement Program in Fiscal Year 2000/01 budget and has been in the planning and environmental documentation phases for approximately ten years. The project was included in the voter-approved Measure A Transportation Sales Tax list of projects anticipated to receive funding and as Northern Marin's first funding priority for regionally significant roads. The Project Study Report from 2006 recommended a four-lane alternative (two through-lanes in each direction with a raised center median and center turn-lanes at intersections) plus bicycle and pedestrian facilities.

In 2017 a project development team was assembled to advance the project while minimizing temporary and permanent impacts to the community and natural environment. Traffic data was collected and analyzed from Novato Boulevard and every side street from Diablo to Grant, corridor collision data was reviewed, and several public workshops were held to solicit public comment on the project. As the result of these efforts, a new three-lane layout (one through-lane in each direction and a continuous center turn-lane) that meets the project purpose and need was developed. The Novato City Council on June 12, 2018 unanimously adopted the three-lane layout as the preferred alternative and directed staff to update and finalize the Environmental Impact Report accordingly.

Computerized traffic models were prepared for the three-lane layout and programmed for an anticipated 23% increased traffic volumes in the year 2043 (20 years after the project is likely to be completed.) The traffic models show that the three-lane configuration would serve future peak-hour commute traffic at an improved level of service over existing peak-hour traffic conditions today. This is largely due to the continuous center-turn lane and additional westbound through travel lane beginning at Boulevard Terrace. While the previous four-lane configuration provided a slightly better level of service, the new three-lane configuration still meets the requirements of the Novato General Plan and TAM's Congestion

Management Plan and the level of service proposed is consistent with project development standards in the Bay Area.

Because the total width of the three-lane preferred alternative is approximately 24’ narrower than the previous four-lane layout, it is anticipated that environmental and community impacts will be minimized. For example, the three-lane project will need to remove about half as many trees as the previous layout, the proposed roadway widening will no longer encroach on the banks of Novato Creek, and the project will require approximately 20 fewer property acquisitions.

Tentative Project Delivery Schedule:

<u>PROJECT PHASE</u>	<u>START</u>	<u>FINISH</u>
Environmental Document		October 2019
Plans, Specs, & Estimate	October 2019	May 2021
Right-of-Way	October 2019	December 2021
Advertise & Award	January 2022	March 2022
Construction	April 2022	December 2023

Allocation Request: With the environmental documentation phase of the Novato Boulevard Segment 1 Improvement project nearing completion in the fall of 2019, a Request for Proposals (RFP) is being prepared for high-level design and right of way acquisition services. Consultant service costs for design, right-of-way acquisition support, and right-of-way capital cost estimates are estimated to be \$1,200,000.

This allocation request for TAM Measure A Major Streets and Roads is in the amount of \$1,000,000 to support the design and right-of-way acquisitions for the Novato Boulevard Segment 1 – Diablo Avenue to Grant Avenue project. The City of Novato has programmed \$200,000 of City Development Impact Fees (Streets & Intersections) in Fiscal Year 2019/20 as matching dollars for this next phase of the project.

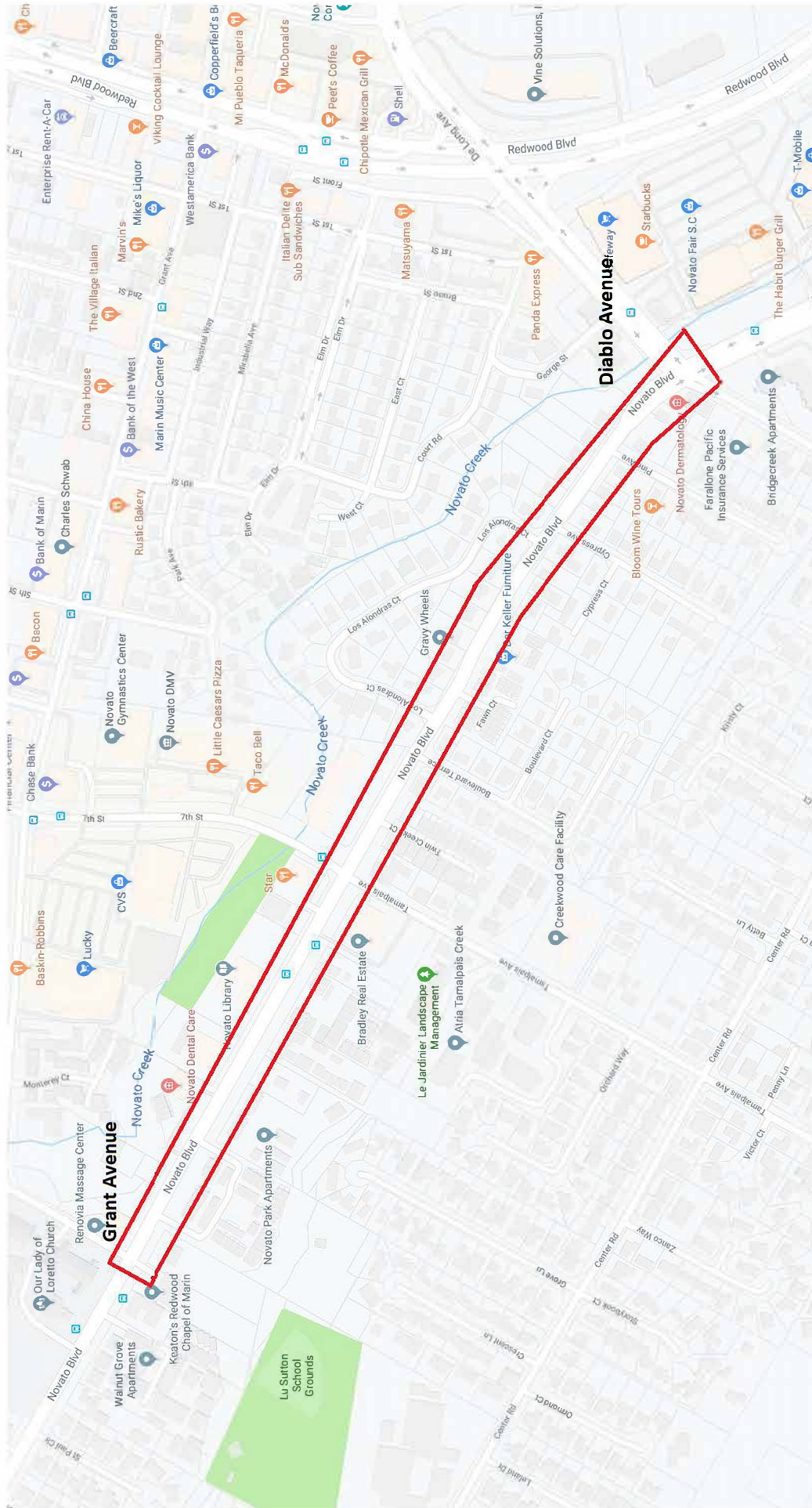
Measure A Programmed Amount Available: \$13.315 million approximately (includes \$53,631 in Measure A reserve funds).

Previous Measure A Allocated Amount: \$1.674 million

Current Measure A Requested Amount: \$1,000,000 (\$946,369 in Measure A Major Road funds and \$53,631 in Measure A reserve funds)

Other Funding: \$200,000 in City Development Impact Fees

Maximum Reimbursement Schedule: 20% in FY 19/20, 50% in FY 20/21, and 30% in FY 21/22



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DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Allocate Transportation Sales Tax (Measure A) Funds to San Rafael for the Third Street Rehabilitation Project (Action), Agenda Item No. 10b

RECOMMENDATION

Recommend the allocation of \$1,000,000 in Transportation Sales Tax (Measure A) funds to San Rafael to commence the preliminary engineering (PE) and environmental phases for the Third Street Rehabilitation Project.

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 were described as the most heavily traveled and regionally significant. A list of eligible roads was adopted with the Measure A Expenditure Plan.

A detailed prioritization process engaged in by local stakeholders and all of our local jurisdictions in 2006 established Fourth Street as the first prioritized project and Third Street as the second prioritized project in the Central Planning Area. San Rafael completed improvements on Fourth Street in 2010. Third Street is the next project in the Central Planning Area eligible for Measure A funding.

While Measure AA started revenue collection on April 1, 2019, there is a carryover of approximately \$9.6 million in Measure A funds for projects in the Major Road Strategy and the Richmond San Rafael Approaches of the Measure A Program. All Measure A carryover funds will be used before Measure AA funds are allocated. This allocation request from San Rafael will be funded with Measure A funds.

PROJECT ALLOCATION REQUEST

The City of San Rafael is requesting \$1,000,000 in Measure A funds to PE and environmental phases of the Third Street Rehabilitation Project (Attachment A). Attachment B provides a map of the project's boundaries. San Rafael will prepare preliminary engineering drawings, perform regulatory permitting coordination (as needed), produce CEQA environmental clearance documents, conduct public outreach meetings with stakeholders as the design is refined, and begin utility coordination, as appropriate.

San Rafael representatives will be in attendance at this TAM Board meeting to provide an overview of the potential project and address questions regarding the funding request.

Prior Allocations

This allocation request represents the second request for Third Street Rehabilitation Project. In March 2016, TAM allocated \$300,000 to San Rafael to complete the project scoping and feasibility phase on the Third Street Rehabilitation Project. The final report can be downloaded from San Rafael's website (<https://www.cityofsanrafael.org/third-st-rehabilitation-project>).

Remaining Funds Available

The Measure A Strategic Plan programmed approximately \$15 million for the Central Planning Area. The completed Fourth Street Project used approximately \$4 million, leaving \$11 million available for all remaining projects in the Central Planning Area.

In addition to the Measure A funds, the Central Planning Area also has approximately \$1.5 million in State Local Partnership Program (SLPP) funds.

In July 2010, the TAM Board committed SLPP funds to the Five Planning Areas in the Major Roads category of Measure A. However, in July 2011, the TAM Board diverted all available SLPP funds from the Major Roads category to the SMART project. Concurrently, the TAM Board directed the same amount of Measure A Debt Reserve to the Major Roads category of projects as backfill. The Central Planning Area was programmed approximately \$1.5, which is available for the next prioritized project after the Fourth Street Project.

In addition to the Measure A Debt Reserve funds, the TAM Board in February 2017 released \$1.88 million in Measure A reserve funds. The proportional share of Measure A reserve funds for the Central Planning Area is \$68,454.

Therefore, the total available funding for the Third Street Rehabilitation Project is approximately \$12.57 million. As mentioned, \$300,000 was allocated in March 2016, leaving \$12.27 million remaining. If this request of \$1 million is approved, \$11.27 million will be available for the final design and construction phases.

It is anticipated that the Third Street Rehabilitation Project will use all remaining available funds. However, any funds not used by the Third Street Rehabilitation Project as the second prioritized project in the Central Planning Area will be preserved for the third prioritized project, which is Marin County's Las Gallinas/Los Ranchitos/Lincoln from Lucas Valley Road to 2nd Street.

Reimbursement Schedule

As noted above, there is approximately \$9.6 million in Measure A carryover funds for Major Road and Richmond San Rafael Bridge Approach projects. While the \$9.6 million in Measure A carryover funds are sufficient to fully reimburse this allocation in FY 19/20, a capital project rarely needs 100% of allocated funds in the same fiscal year as the funds were allocated. A cashflow schedule spanning two to three years is more realistic. Furthermore, it is anticipated that other allocation requests will be received that will exceed the availability of Measures A and AA funds in about four years.

To prolong the need to borrow funds, sponsors of Major Road and Richmond San Rafael Bridge Approach projects will be asked to anticipate a reimbursement schedule that coincides with the funding needs of their projects.

It has been determined that the maximum allowed for reimbursement for these phases of the Third Street Rehabilitation Project without infringing on San Rafael's ability to progress normally is the following:

- 20% in FY 19/20
- 50% in FY 20/21
- 30% in FY 21/22

If San Rafael does not request any reimbursement in FY 19/20, then 70% of the funds will be available for reimbursement in FY 20/21. If San Rafael does not request any reimbursement until FY 21/22, 100% of the funds will be available for reimbursement in FY 21/22 or thereafter.

San Rafael Public Works staff concurs with the abovementioned reimbursement schedule and believes it is a realistic cashflow need of the project.

FISCAL IMPACTS

If approved, the abovementioned reimbursement schedule will be incorporated in the Measure AA Strategic Plan and TAM's budgets for FY 19/20, FY 20/21, and FY 21/22. It will also be included in the funding agreement with San Rafael for this project.

NEXT STEPS

Upon approval, a funding agreement will be issued to San Rafael for Measure A funds for the Third Street Rehabilitation Project.

ATTACHMENTS:

Attachment A – Allocation Request Form
Attachment B – Third Street Project Map

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Attachment A

ALLOCATION REQUEST FORM

Fiscal Year of Allocation: FY 19/20

Expenditure Plan: Major Roads and Related Infrastructure

Project Name: Third Street from Grand Avenue to Second Street

Implementing Agency: City of San Rafael

Project Description: Rehabilitate Third Street from Grand Avenue to Second Street. Eligible uses of funds identified in the Measure A Expenditure Plan include a variety of roadway, bikeway, sidewalk and pathway improvements:

- Pavement and drainage maintenance;
- Signalization and channelization;
- Transit and traffic flow improvements;
- Transportation Systems Management and Demand Management;
- Improvements to reduce response times for emergency vehicles;
- Bike path construction and maintenance;
- Sidewalk and crosswalk construction and maintenance

Scope of Work with Prior Allocation Request: Project Development Phase. Given project size and the various stakeholders, the City of San Rafael invested 18 months to identify and evaluate potential projects, conduct outreach meetings with stakeholders, to define project scope and then study for feasibility. The consultant team developed a plan for Third Street that includes: narrowed travel lanes, fixing the uneven sidewalks, constructing new curb ramps to current ADA standards, adding curb extensions in key locations, and installation of a bicycle connection from Miracle Mile to Miramar Avenue. For additional background information on the final Feasibility study and an informational report given before the City Council at their June 3, 2019 meeting, see these links to the City's [staff report](#), [Council discussion](#), and the [complete report and appendices](#).

Scope of Work for Current Allocation Request: Preliminary Engineering and Environmental Phase. The City will prepare preliminary engineering drawings, perform regulatory permitting coordination (as needed), produce CEQA environmental clearance documents, conduct public outreach meetings with stakeholders as the design is refined, and begin utility coordination, as appropriate.

Measure A Programmed Amount Available: \$12.27 million approximately (includes \$68,454 in Measure A reserve funds)

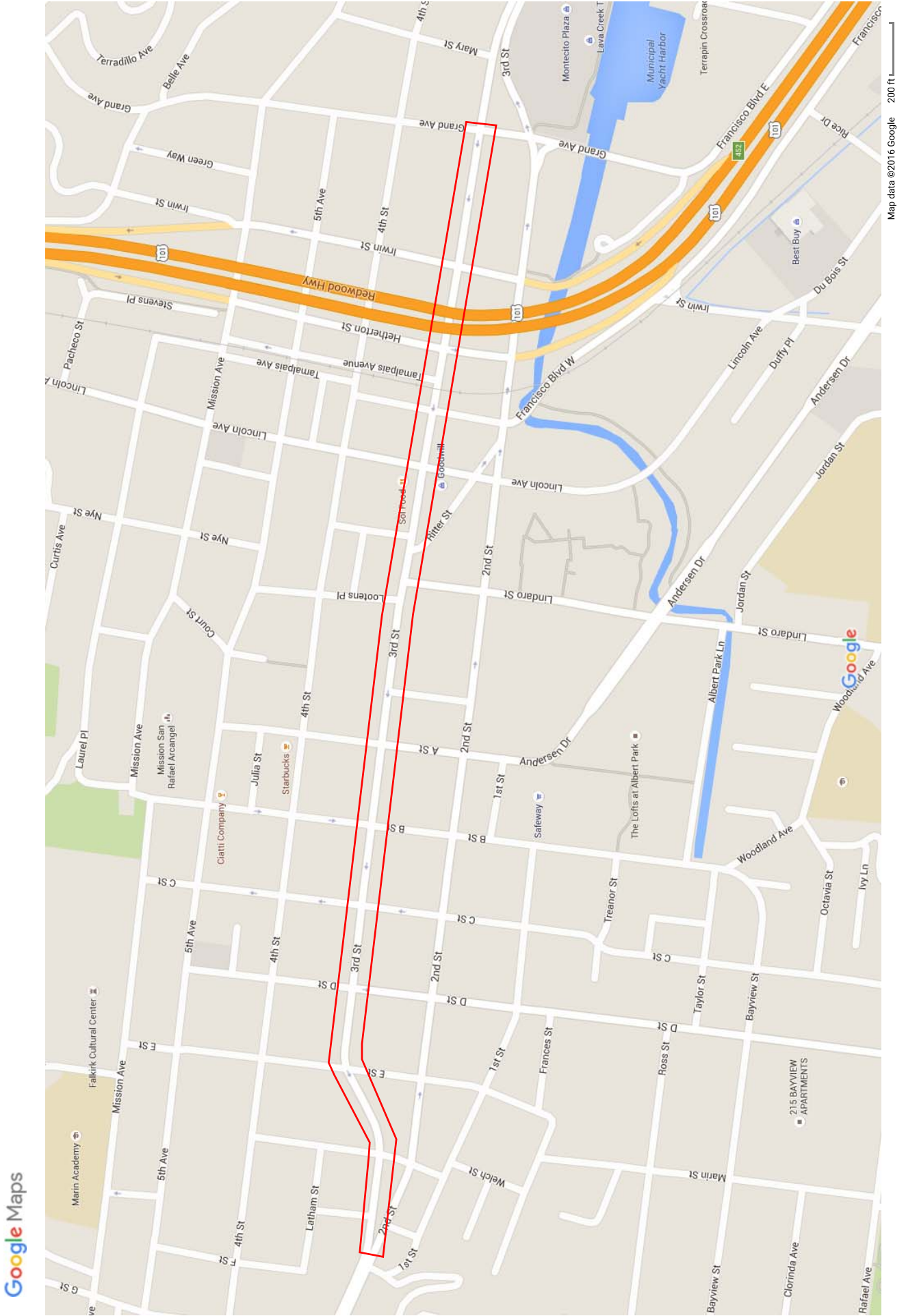
Previous Measure A Allocated Amount: \$300,000

Current Measure A Requested Amount: \$1,000,000 (\$931,546 in Measure A Major Road funds and \$68,454 in Measure A reserve funds)

Other Funding: \$0

Maximum Reimbursement Schedule: 20% in FY 19/20, 50% in FY 20/21, and 30% in FY 21/22

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Map data ©2016 Google 200 ft

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DATE: July 8, 2019

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. 10c

RECOMMENDATION

Recommend the allocation of \$11,928,213 in Transportation Sales Tax (Measures A and AA) to Marin County to complete the construction phase of the Sir Francis Drake (SFD) Boulevard (Blvd) Rehabilitation Project in Ross Valley.

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 were described as the most heavily traveled and regionally significant. A list of eligible roads was adopted with the Measure A Expenditure Plan.

A detailed prioritization process engaged in by local stakeholders and all of our local jurisdictions established in 2006 Sir Francis Drake Boulevard from Highway 101 to Wolf Grade and Wolfe Grade to the Ross town limit as the first and second prioritized projects, respectively, in the Ross Valley Planning Area. 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.

While Measure AA started revenue collection on April 1, 2019, there is a carryover of approximately \$9.6 million in Measure A funds for projects in the Major Road Strategy and the Richmond San Rafael Approaches of the Measure A Program. This allocation request from Marin County will be funded with Measure A and AA funds. All Measure A carryover funds will be exhausted for reimbursement before Measure AA funds are used.

CURRENT ALLOCATION REQUEST

Marin County is requesting the remaining amount of \$11,928,213 in Measure A funds, which is comprised of \$11,870,000 in Measure A Major Road funds and \$58,213 in Measure A reserve funds, to complete construction on the SFD Blvd Rehabilitation Project.

Marin County will implement the following improvements on SFD Blvd between Highway 101 and the Ross Town limit:

- asphalt pavement repair, replacement, and rehabilitation,
- close sidewalk gaps and improve pedestrian crossing safety,
- ADA accessibility improvements,
- update traffic timing,
- improve traffic flow and reduce congestion,
- improve transit access,
- improve bicycle access and safety, and
- replace MMWD aging infrastructure (funded by others)

Attachment A is Marin County's Allocation Request Form that provides greater details on the project. Attachment B is a map showing the limits of the project.

Attachment C is the Marin County Board of Supervisors Resolution 2018-45 that approved the preferred project on May 8, 2018, based on the availability of funds. It also indicates that the following components of the project will be deferred until additional funding is secured:

- Eliseo Drive to El Portal Drive multiuse path (north side)
- El Portal Drive to Bon Air Road multiuse path (north side)
- Bon Air Road to Bacich School driveway sidewalk, including modification to Marin Catholic eastbound driveway ramp (south side)

Prior Allocations

TAM previously approved separate allocations of \$800,000, \$550,000, and \$1,200,000 in Measure A funds to Marin County for preliminary engineering, environmental, and final design phases, respectively, for the SFD Blvd Rehabilitation Project. The total previously allocations were \$2,550,000 in Measure A funds.

Remaining Funds Available

The Measure A Strategic Plan programmed \$13,118,217 for the Ross Valley Planning Area. In addition to the Measure A funds, the Ross Valley Planning Area also has approximately \$1,301,783 in State Local Partnership Program (SLPP) funds.

In July 2010, the TAM Board committed SLPP funds to the Five Planning Areas in the Major Roads category of Measure A. However, in July 2011, the TAM Board diverted all available SLPP funds from the Major Roads category to the SMART project. Concurrently, the TAM Board directed the same amount of Measure A Debt Reserve to the Major Roads category of projects as backfill. The Ross Valley Planning Area was programmed \$1,301,783.

In addition to the Measure A Debt Reserve funds, the TAM Board in February 2017 released \$1.88 million in Measure A reserve funds. The proportional share of Measure A reserve funds for the Central Planning Area is \$58,213.

Therefore, the total available funding for the Sir Francis Drake Blvd Rehabilitation Project is \$14,478,213. As mentioned, a total \$2,550,000 was previously allocated, leaving \$11,928,213 million as available for the construction phase

This allocation request of \$11,928,213 represents the fourth request and final request to exhaust the remaining commitment of Transportation Sales Tax funds (Measures A and AA) from TAM for the SFD Blvd Rehabilitation Project.

Reimbursement Schedule

As noted above, there is approximately \$9.6 million in Measure A carryover funds for Major Road and Richmond San Rafael Bridge Approach projects under the Measure AA Strategic Plan. The available carryover of \$9.6 million in Measure A funds is not sufficient to fully reimburse this allocation in FY 19/20 since reimbursement requests are also expected from Novato and San Rafael.

However, a capital project rarely needs 100% of allocated funds in the same fiscal year as the funds were allocated. A cashflow schedule spanning two to three years is more realistic. Once Measure A funds have been exhausted, Measure AA funds will be used to reimburse Marin County for the amount allocated.

To prolong the need to borrow funds, sponsors of Major Road and Richmond San Rafael Bridge approach projects will be asked to anticipate a reimbursement schedule that coincides with the funding needs of their projects.

It has been determined that the maximum allowed for reimbursement for the construction phase of the Sir Francis Drake Blvd Rehabilitation Project without infringing on Marin County's ability to progress normally is the following:

- 20% in FY 19/20
- 40% in FY 20/21
- 40% in FY 21/22

If Marin County does not request any reimbursement in FY 19/20, then 60% of the funds will be available for reimbursement in FY 20/21. If Marin County does not request any reimbursement until FY 21/22, 100% of the funds will be available for reimbursement in FY 21/22 or thereafter.

Marin County Public Works staff concurs with the abovementioned reimbursement schedule and believes it is a realistic cashflow need of the project.

FISCAL IMPACTS

If approved, the abovementioned reimbursement schedule will be incorporated in the Measure AA Strategic Plan and TAM's budgets for FY 19/20, FY 20/21, and FY 21/22. It will also be included in the funding agreement with the County of Marin for this project.

NEXT STEPS

Upon approval, a funding agreement will be issued to Marin County for Measure A funds for the Sir Francis Drake Boulevard Rehabilitation Project.

ATTACHMENTS:

- Attachment A – Allocation Request Form
- Attachment B – Project Limits
- Attachment C – Marin County Board of Supervisors Resolution 2018-45

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Attachment A**Transportation Authority of Marin
Measure A – Transportation Sales Tax****Allocation Request Form****Fiscal Year of Allocation:** 2019/20**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 consists of infrastructure 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. 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 construction phase of the project is planned to begin in 2020 and last for two years. 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 Design 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
<u>Final Project Design and Bid Process</u>	<u>\$1,200,000</u>
Total Cost	\$2,550,000

Previous Allocations (totaling \$2,550,000): \$800,000 in June 2013; \$550,000 in November 2016, \$1,200,000 in January 2018.

Cost of Current Construction Scope:

Corridor Rehab Project Costs

Pavement Rehabilitation	\$6,350,000
Intersection Reconfigurations	\$6,050,000
Traffic Signals	\$3,000,000
Signal Interconnect (future)	\$1,000,000
Miscellaneous Concrete	\$1,000,000
<u>Landscape Improvements</u>	<u>\$500,000</u>
Subtotal Cost	\$17,900,000
Construction Management	\$2,080,000
Street Lighting Improvements (paid by County fund)	\$800,000
MMWD Waterline Improvements (paid for by MMWD)	\$2,100,000
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Total Cost	\$22,880,000

Other Funding:	\$100,000	Transportation Development Act funds
	\$2,100,000	MMWD for Waterline Construction
	\$208,000	MMWD for Construction Management
	\$800,000	County Street Light Fund
	\$7,802,000	Remainder of funds provided by

Measure A Programmed Amount Available: \$11,928,213 (\$14,478,213 million (includes \$53,631 in Measure A reserve funds) less previous allocated amount of \$2,550,000)

Current Available Amount: \$11,928,213 (includes \$58,213 in Measure A reserve funds)

Current Requested Amount: \$11,928,213

Maximum Reimbursement Schedule: 20% in FY 19/20, 40% in FY 20/21, and 40% in FY 21/22

Project Delivery Schedule (include start & completion milestones):

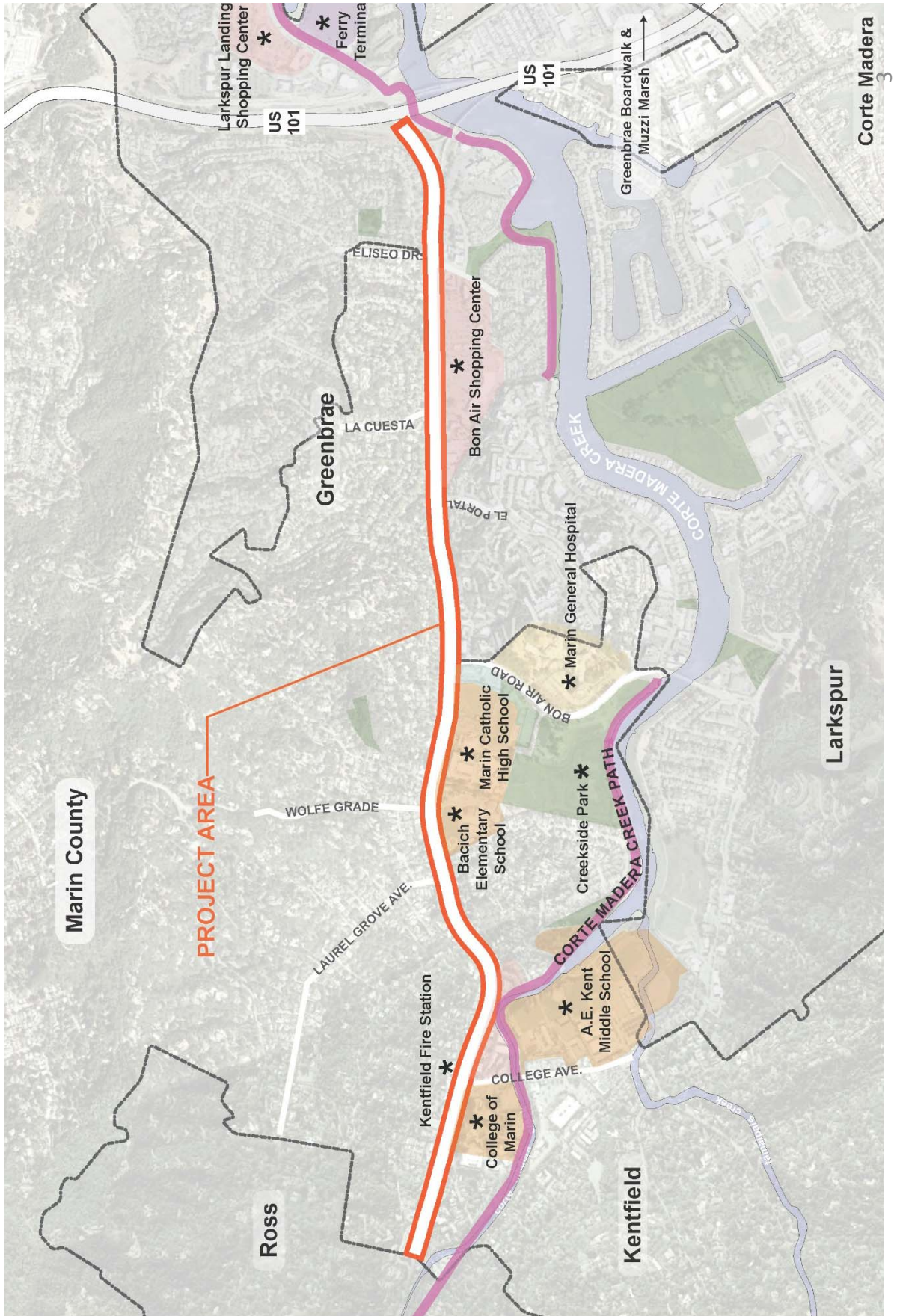
Project Component	Start Date	Estimated Completion
Survey, existing condition and opportunities/constraints studies	September 2013	March 2014
Development of Alternatives	March 2014	September 2016
Environmental Studies and Preliminary Engineering	July 2016	March 2018
Project Design	May 2018	September 2019
Bidding Process	Fall 2019	Winter 2019/20
Construction	Spring 2020	Fall 2021

Conditions: TAM has historically required that the first prioritized project in a planning area must be fully completed before the second prioritized project can commence. The County proposes that there are economies of scale in constructing both phases together, and that one project significantly reduces the public's inconvenience over two sequential projects.

The Board of Supervisors approved a project scope on May 8, 2018 after completion of CEQA compliance. Resolution 2018-45 (attached) provides the elements to be included in a continuous project from US 101 to Ross Town limit in Exhibit A. The County is committed to completing both phases together. In addition, the project's evaluation process considered the needs of all users. The Board of Supervisors approval also identifies project components approved for construction should additional funding be secured. Those three elements are not a part of the request for funds and can be constructed independently as a future phase should funding be secured. With the focus on delivering the approved project, current cost estimates have not been developed for the three project components not in the approved project. Details can be developed should a funding source be identified.

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Sir Francis Drake Blvd Rehabilitation Project Limits



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Attachment C

**RESOLUTION NO. 2018-45
A RESOLUTION OF THE MARIN COUNTY BOARD OF SUPERVISORS
APPROVING THE SIR FRANCIS DRAKE REHABILITATION PROJECT BETWEEN
HIGHWAY 101 AND THE TOWN OF ROSS**

SECTION 1: CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

- I. WHEREAS a Final Environmental Impact Report (EIR) was prepared for the Sir Francis Drake Boulevard Rehabilitation Project by LSA, environmental consultant to the Marin County Department of Public Works, pursuant to requirements of the California Environmental Quality Act ("CEQA," Public Resource Code Sections 21000-21177), State CEQA Guidelines, and County CEQA procedures; and
- II. WHEREAS on May 8, 2018, the Marin County Board of Supervisors adopted Resolution No 2018-44, which certified the EIR for the Sir Francis Drake Boulevard Rehabilitation Project as adequate for purposes of taking an action on the project; and

SECTION 2: FINDINGS FOR APPROVAL OF THE SIR FRANCIS DRAKE BOULEVARD REHABILITATION PROJECT

- III. WHEREAS, in 2013 the County of Marin (County) received a road rehabilitation funding allocation from the Transportation Authority of Marin under its Measure A Expenditure Plan, Strategy 3.1, which provided funding for the rehabilitation of Sir Francis Drake Boulevard between Highway 101 and the Ross Town Limits. The planning phase of the project enabled the County to engage the community on additional improvements to the roadway that could be undertaken at the same time as the rehabilitation work; and
- IV. WHEREAS, Marin Municipal Water District (MMWD) identified pipeline replacement projects in the corridor planned to be undertaken within the timeframe of the Rehabilitation Project. Inclusion of the MMWD pipeline projects in the Rehabilitation Project increases the complexity of the Rehabilitation Project but also achieves cost and construction impact efficiencies instead of constructing each project separately; and
- V. WHEREAS, through the community outreach process and preliminary engineering conducted for proposed improvements along the corridor, multiple proposed project improvements were identified to address concerns related to traffic congestion, pedestrian and bicyclist safety, and community character through additional roadway and intersection geometric modifications and modern traffic control technologies. These project concepts were further discussed and refined through multiple community forums; and
- VI. WHEREAS, through the outreach and preliminary design processes, the number of desired improvement projects exceeded the project budget. Community priorities for projects considered in the corridor aligning with available project funding were identified and recommended for construction using project funds currently available; and

SECTION 3: ACTION AND VOTE

VII. WHEREAS, on May 8, 2018, the Marin County Board of Supervisors conducted a duly noticed public hearing on the Sir Francis Drake Rehabilitation Project, receiving testimony on the proposed improvements and considering the recommended, budget-constrained construction project.

NOW, THEREFORE BE IT RESOLVED that the Marin County Board of Supervisors hereby approves the Sir Francis Drake Rehabilitation Project as recommended, within available project funding, described in Exhibit A, attached to this resolution and the Mitigation Monitoring and Reporting Program.

SECTION 4: ACTION AND VOTE

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Marin held on this 8th day of May 2018, by the following vote:

AYES: SUPERVISORS Dennis Rodoni, Katie Rice, Kathrin Sears, Damon Connolly
NOES: NONE
ABSENT: SUPERVISOR Judy Arnold



PRESIDENT, BOARD OF SUPERVISORS

ATTEST:



CLERK

EXHIBIT "A"**SIR FRANCIS DRAKE BOULEVARD REHABILITATION PROJECT
SCHEDULE OF APPROVED PROJECT COMPONENTS**

PROJECT COMPONENTS APPROVED FOR CONSTRUCTION WITH FUNDING AVAILABLE
AS OF MAY 8, 2018:

- Pavement rehabilitation – entire corridor
- Americans with Disabilities Act (ADA) required improvements, including curb ramp replacements – entire corridor
- Wolfe Grade intersection reconstruction and ADA compliant crosswalk
- Marin Municipal Water District pipeline replacement – Ross Town Limits to Manor Road and Eliseo Drive to eastern project limits
- Provision of third eastbound through lane between El Portal Drive and Highway 101
- Geometric and/or lane modifications involving the following intersections:
 - Eliseo Drive/Barry Way
 - La Cuesta Drive
 - El Portal Drive
 - Bon Air Road
 - Corte Comoda
 - Manor Road
 - Wolfe Grade
 - McAllister Avenue (East)
 - Laurel Grove Avenue
 - McAllister Avenue (West)
 - Ash Avenue
- Traffic signal replacement, controller upgrades, and other traffic control devices at the following intersections:
 - Eliseo Drive/Barry Way
 - La Cuesta Drive
 - El Portal Drive
 - Bon Air Road
 - Wolfe Grade
 - Laurel Grove Avenue
 - Ash Avenue (HAWK pedestrian crossing beacon)
 - College Avenue (controller replacement only)
 - Elm Avenue (controller replacement only)
 - Toussin Avenue (RRFB pedestrian crossing beacon)
- Sidewalk widening/improvements in the following locations:
 - Corte Comoda to Wolfe Grade
 - Bacich School driveway to Laurel Grove Avenue
- Westbound bus stop relocation from Maple Avenue to Elm Avenue

- Conduit installation for future adaptive signal control system and telecom fiber – entire corridor
- Drainage improvements and landscape replacement resulting from project implementation

PROJECT COMPONENTS APPROVED FOR CONSTRUCTION SHOULD ADDITIONAL FUNDING BE SECURED:

- Eliseo Drive to El Portal Drive multiuse path (north side)
- El Portal Drive to Bon Air Road multiuse path (north side)
- Bon Air Road to Bacich School driveway sidewalk, including modification to Marin Catholic eastbound driveway ramp (south side)



DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director

SUBJECT: FASTER Bay Area (Discussion), Agenda Item No. 11

RECOMMENDATION

Discussion only. Staff will present current activity regarding possible new Bay Area transportation revenue measure.

BACKGROUND

Several business organizations have begun exploring the feasibility of a revenue measure for transportation improvements around the Bay Area. The Bay Area Council, Silicon Valley Leadership Group, and Transform are considering a “third leg to the stool” that supports transformative transportation improvements in the Bay Area, with SB1 and RM3 already in place. Dubbed FASTER Bay Area - Fast Affordable Sustainable Transportation – the effort is at an early formational stage, with polling and other outreach efforts being conducted. Supported by several large corporations, the emerging effort does not have specifics yet.

In 2015, the voters of Seattle approved a measure for better transportation infrastructure, taxing themselves over 20 years totaling \$54 billion. In 2016, Los Angeles convinced voters to accept a 40-year tax plan totaling \$120 billion. The Bay Area business and planning advocates leading this effort are considering raising \$100 billion to address transportation needs, with early goal statements focused on a world class transit system that lures non-transit users out of their vehicles. State legislation would be needed to put a referendum on the ballot in all nine Bay Area counties.

Early outlooks of leading vote-getting improvements include:

- A second Transbay crossing for BART (a second tube is being studied independently by BART)
- A network of express toll car and bus lanes
- An expanded ferry network
- Improvements to BART and Caltrain service to increase frequency
- Completion of rail over the Dumbarton Crossing

DISCUSSION/ANALYSIS

With a requirement to achieve two-thirds voter approval, the team from Bay Area Council, Silicon Valley Leadership Group and Transform are interviewing Bay Area transportation leaders to gain insight of what is needed in each County, or more importantly, what transformative projects would gain public support. While access to and from Silicon Valley is fuel to the region's business engine, it is unlikely that voters in Marin would vote for a new tax if specific benefits to our County were not apparent and included. Marin has significant job access needs as well, as do our sister counties in the North Bay.

It is undetermined exactly how the revenue will be raised. Under consideration is raising sales tax, business taxes, or property taxes. Note in Seattle, the Move Seattle Plan, was a property tax levy that replaced (and increased) an expiring property tax levy that was originally approved by voters in 2006. The November 2015 voter approval of Move Seattle split the funds amongst Safe Routes, Congestion Relief, and Maintenance / Repair. The vote was approved by 58.67% of voters. Note, a super-majority was not required (two-thirds). The estimated revenue generation is approximately \$54 billion over 20 years.

In Los Angeles in 2016, over 71% of voters approved Measure M which levied a new half-cent transportation sales tax and with no sunset date. As part of the effort, Measure M will increase to a one-cent sales tax when Measure R, the existing half-cent sales tax expires in 2039. Measure M funds the LA County Traffic Improvement Plan, with the 40 year \$120 billion plan dedicated to improving freeway traffic flow, rail construction, local regional and express bus service, improving streets and intersections, increasing transit and highway safety, improving accessibility for Seniors, students and the disabled, bike and ped connections, and incorporating modern technology into the transportation system. Most voters saw something they could support in the measure, which resulted in very strong approval.

An outstanding question for Marin is what would excite voters to approve a sales tax or other revenue measure here? How would the choking congestion experienced here and around the Bay be improved? Asked to put forward "transformative projects", a number of transit general managers in the Bay Area have been developing their solutions list, and appear ready to support the effort as it develops over the next several months. The County transportation authorities have not coalesced around an improvement list yet. It would behoove TAM to consider options and be ready to participate as this effort gains steam.

The schedule of activity regarding FASTER is unclear. A November 2020 ballot measure is being considered. A Fall 2019 rollout of a Draft Expenditure Plan is an extremely tight timeframe. A January through June 2020 contemplation by the legislature on both authorizing the ballot measure and likely increasing the sales tax cap in the nine Bay Area Counties will also be challenging. While polling appears positive according to the organizational team, it is unknown what a broader public engagement plan will be, and what role County transportation authorities, transit operators, and MTC may play in leading local efforts. Obviously to make this happen, local transportation leaders must get behind the effort.

Staff is developing a list of potential improvements to be presented to the TAM Board as a rough Draft at the July 8 TAM Board meeting. TAM staff is drawing from previous planning efforts such as the Strategic Vision Plan and interviewing fellow transportation leaders to come up with an array of transformative projects that could be considered for inclusion.

FISCAL CONSIDERATION

N/A

NEXT STEPS

Staff will begin the discussion regarding Marin and North Bay projects that could be considered transformative in nature. The actual timeline is unknown but staff believes it is prudent to begin the conversation now.

ATTACHMENTS

None

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DATE: July 8, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Deputy Executive Director

SUBJECT: Letter to Caltrans Requesting Financial Assistance with the Bellam Boulevard Safety Project (Action) – Agenda Item 12

RECOMMENDATION

Send the attached letter from the TAM Chair to the Caltrans District 4 Director requesting financial assistance with the Bellam Boulevard Project, widening the offramp from Northbound Highway 101 to and through Bellam Boulevard, improving safety of Highway 101 and improving access to the Richmond San Rafael Bridge.

BACKGROUND

On July 28, 2016, the TAM Board allocated \$7,700,000 of Measure A Bond Reserve Funds for projects that improve access from Northbound Highway 101 to the Richmond San Rafael Bridge. The two routes to the bridge include East Sir Francis Drake Blvd from U.S.101 to I-580 and the northbound off ramp from U.S. 101 to Bellam Blvd. This work also included preliminary work on a direct connector from Northbound 101 to Eastbound 580 which help to facilitate agreement on a new direct connector being part of Regional Measure 3. The East Sir Francis Drake Project has been completed.

The scope of the Bellam Blvd improvements involves improving safety on Northbound Highway 101 by allowing for additional storage on the on-ramp and reducing the stopped traffic in the right lane of Highway 101. Other improvements include, adding a second lane to the off-ramp to separate Highway 101 traffic turning left at Bellam from traffic going straight across the ramp or turning right. In addition, this Project will add a second right turn lane to help with traffic merging from the I-580 off-ramp, reconfigure the crosswalk across Bellam, and make improvements to the eastbound on-ramp.

The TAM Board approved the California Environmental Quality Act document in 2018 along with an interagency agreement with Marin County. Marin County Public Works has agreed to administer the construction contract. Marin County hired the construction management firm for this project in late 2018.

DISCUSSION/ANALYSIS

Recent developments have increased the cost of the Project. Additional geotechnical investigations have revealed that the foundation systems must be updated to account for “Bay Mud”. In addition, the required lightweight fill makes burying the Aerially Deposit Lead (ADL) impractical, requiring additional off-haul costs. Estimated cost increase due to the geotechnical investigation and the off-haul of the ADL is approximately \$1.1 million. The second development is the higher than anticipated right of way cost

associated with the tree removal and retaining wall access. Additional right of way and associated redesign cost is expected to be \$280,000.

The current budget for the Bellam Boulevard Project is \$4.9 million with money budgeted from the Measure A Transportation Sales Tax interest funds and the bond debt reserve account. With the additional cost increase, total project cost will increase to \$6.3 million. At the present time, a funding source for the cost increase has not been identified.

FISCAL CONSIDERATION

Staff are recommending that a request be made of Caltrans to split the total cost of the Project 50/50. This is a very important safety project and the Caltrans State Highway Operation and Protection Program (SHOPP) program is designed to fund projects that improve safety. A request will be made of Caltrans to amend half of this Project into the 2018 SHOPP program or look at programming for the 2020 SHOPP.

Staff believes it is prudent to request \$3.2 million, in order to preserve some funds for additional cost increases or higher than expected construction bids.

NEXT STEPS

Staff will continue the work with the design consultant to finalize the right of way agreements and to implement the design changes as soon as possible. At this point the Bellam Boulevard Project will be delayed until next construction season with advertising expected early in 2020, assuming that the funding shortfall can be solved.

Should Caltrans agree to assisting this Project with SHOPP funds, a Project Cooperative Agreement will be required which normally requires several months to execute. If Caltrans does not agree to help with the funding, staff will return with recommended project scope changes.

ATTACHMENTS

Letter to Caltrans District 4 Director



July 8, 2019

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
David Kunhardt

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Stephanie Moulton-Peters

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

Mr. Tony Tavares
Director, District 4
Caltrans District 4
P.O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Tavares:

The Transportation Authority of Marin (TAM) has been working diligently with your staff to pursue an important safety project on Northbound U.S. 101. The Project at the Bellam Boulevard exit will help to remove daily vehicles stopped on U.S. 101 waiting to take the off-ramp. The Project will reduce rear-end type collisions by adding a second lane to increase storage and through-put on the on-ramp and improve circulation at the Bellam Boulevard traffic signal.

The TAM Board authorized funding for this project in 2016 and our staff have been working to complete this project as an encroachment permit with Caltrans oversight. Unfortunately, recent additional design work has disclosed the presence of unsuitable foundation material and Aerially Deposited Lead that must be off-hauled rather than buried. Our revised Project estimate has increased to \$6.3 million, which far exceeds TAM's ability to fund this priority safety project. Due to the projected cost increase, TAM is requesting that Caltrans consider funding half of the project out of the SHOPP program. TAM decided years ago that the safety improvements associated with this Project were worth the investment of our local sales tax funds and we have a strong desire to see this Project be completed.

The funding partnership between Caltrans and local agencies is critical to ensure projects can be delivered and this request demonstrates the importance of that partnership. TAM has committed to paying for half of the Project, administering the construction and design contracts and addressing any additional project cost increases. Our request from the SHOPP program will remain fixed at \$3.2 million. Should you have any questions, please contact TAM's Executive Director, Dianne Steinhauser, at (415) 226-0815 or TAM's Acting Deputy Executive Director, Dan Cherrier, at (415) 226-0829.

Thank you in advance for your consideration.

Sincerely,

Judy Arnold
Chair, Transportation Authority of Marin

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TAM Board Meeting Caltrans Report

PROJECTS IN ENVIRONMENTAL PHASE

Marin 1 Capital Preventive Maintenance Project (CAPM); MRN-1 PM 22.8/31.2 & 45.0/50.5; On Route 1 near Point Reyes Station & Olema, from Olema Creek to north of Cypress Road & on Route 1 near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (EA: 04-1J960)

Scope: Overlay pavement and shoulders with HMA-A, upgrade existing guardrails and crash cushions, and drainage improvements.

Cost Estimate: \$24.4 M (Construction Capital)

Schedule: Start Construction: Spring 2023
End Construction: Fall 2024

A public outreach informational meeting was held on April 2, 2019.

San Antonio Creek Bridge Scour Mitigation; MRN/SON-101 PM 0.0; On Route 101, near City of Petaluma, at Sonoma/Marin County line (EA: 04-3J080)

Scope: Mitigate scour and preserve the structural integrity of the northbound San Antonio Creek Bridge and mitigated scour at southbound San Antonio Creek bridge abutment left in place by MSN B3 project. The project will also minimize the flooding potential at the site by clearing drainage ditches of silt.

Cost Estimate: \$ 997K (Construction Capital)

Schedule: Start Construction: Summer 2022
End Construction: Winter 2023

The northbound San Antonio Creek Bridge will be relinquished to the County upon completion of the scour mitigation repairs.

Repair Culverts; MRN-101 PM 11.2; On Route 101 at Irwin Creek Bridge (Bridge No. 27-0097), repair five culverts (EA: 04-0K510)

Scope: Rehabilitate corrugated metal arch culvert bridge and adjoining deteriorated culverts.

Cost Estimate: \$1.9M (Construction Capital)

Schedule: Start Construction: Fall 2022
End Construction: Summer 2023

PROJECTS IN DESIGN PHASE

Marin-Sonoma Narrows Contract B6 – Replace Bridge; MRN/SON -101 PM MRN-101 27.0/27.6 & SON-101 0.0/0.3; On San Antonio Road (local road) near Petaluma, 0.6 miles north of Route 101 (EA: 04-2640S)

Scope: Construct a two-lane bridge.

Cost Estimate: \$4.0M (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

Caltrans was the lead for the Environmental phase. The lead agency for Design, R/W and Construction is yet to be determined. The County has held two public information public meetings. Environmental revalidation requires a cooperative agreement with the lead agency.

TAM Board Meeting Caltrans Report

North/South Greenway Gap Closure Project (Northern Segment); MRN-101 PM 8.4/8.6; On Route 101 in Larkspur, at East San Francis Drake Blvd (EA: 04-1A661)

Scope: Construct a new bike path on Corte Madera Creek Bridge (off-ramp)

Cost Estimate: \$6.0M (Construction Capital)

Schedule: Start Construction: Summer 2019 (RTL in August 2019)
End Construction: Fall 2020

The first public scoping meeting was held on March 19, 2015. The second and third public scoping meetings were held on July 29, 2015 and March 21, 2016, respectively. The scope was revised to stay within budget. The cooperative agreement with TAM for construction has been executed. The freeway maintenance agreement (amendment) with the City of Larkspur is being finalized.

Replace Harbor Bridge; MRN-101 PM 10.63/10.87; On Route 101 in San Rafael, from Route 101 off-ramp to 2nd Street at the San Rafael Harbor (EA: 04-4G820)

Scope: Replace existing bridge.

Cost Estimate: \$11.4M (Construction Capital)

Schedule: Start Construction: Spring 2020
End Construction: Winter 2020

The project was presented to the City Council in May 2018. The project will also modify the 2nd Street intersection in San Rafael to improve traffic flow. San Rafael Sanitation District has relocated a sewer line. The project was advertised on October 15, 2018, and bids were opened February 13, 2019. The bids are higher than the allocation. The project is being re-advertised, and construction has been delayed from Spring 2019 to Spring 2020.

With the help of the City of San Rafael, Caltrans conducted a public survey to evaluate three alternatives for the loudest and most disruptive phase of the project, pile driving. Based on the results of the survey, the project will close the 2nd Street off-ramp for three-weekend (11 pm Friday to 5 am Monday). Pile driving will occur around the clock during these weekends.

Millerton Gulch Bridge Scour Mitigation; MRN-1 PM 33.4; On Route 1, near Point Reyes Station, at Millerton Gulch Bridge – environmental monitoring and off-site mitigation (EA: 04-0J570)

Scope: Follow-up onsite environmental monitoring, and off-site mitigation.

Cost Estimate: \$1.0M (Construction Capital)

Schedule: Start Construction: Summer 2019
End Construction: Winter 2029

Emergency Directors Order (DO) project performed the scour mitigation work. This project was down-scoped to a follow-up off-site mitigation and environmental mitigation project with a 10-year plant establishment and monitoring period.

Lagunitas Creek Bridge; MRN-1 PM 28.51; On Route 1 near Point Reyes Station, at Lagunitas Creek (EA: 04-0G642)

Scope: Replace existing bridge.

Cost Estimate: \$11.6M (Construction Capital)

Schedule: Start Construction: Spring 2021
End Construction: Spring 2022

The Environmental Document (EIR/EA) was completed on June 29, 2018. An informational public meeting will be held in September 2018. The project is in litigation (EIR/EA is challenged by Friends of the Green Bridge, et al).

TAM Board Meeting Caltrans Report

Upgrade Pedestrian Facilities; MRN-1 PM 0.02/2.0 & 0.5/0.76; On Route 1 in and near Mill Valley, at Manzanita Park and Ride lot and the intersection of Almonte Blvd. (EA: 04-2G690)

Scope: Upgrade curb ramps, and construction new curb ramps as per current ADA standards.

Cost Estimate: \$1.98M (Construction Capital)

Schedule: Start Construction: Spring 2020
End Construction: Fall 2020

Transportation Authority of Marin (TAM) had a bike lane striping project at this location in construction (Route 1/ Almonte intersection also known as "TAM Junction"). This project was coordinated with TAM's project to prevent conflicts. The project is being coordinated with Golden Gate Transit and Marin Transit for bus stop relocation improvements.

Bellam Intersection Improvement; MRN-101/580- PM 9.8/9.9 & PM 4.4/4.7; Northbound Route 101 / Eastbound I-580 Off-Ramp to Bellam Blvd. in San Rafael (EA: 04-0Q270)

Scope: Widen off-ramp, modify intersection, and modify traffic signal.

Cost Estimate: \$3.9 M (Construction Capital)

Schedule: Start Construction: Spring 2020
End Construction: Fall 2020

This project is administered by the Transportation Authority of Marin (TAM). TAM to secure construction funding

Pavement Overlay and Curb Ramps; MRN-101- PM 14.7; On Route 101 at Lucas Valley Under Crossing in the City of San Rafael (EA: 04-1Q510)

Scope: Construct curb ramps, and overlay asphalt pavement.

Cost Estimate: \$1.6M (Construction Capital)

Schedule: Start Construction: Fall 2019
End Construction: Summer 2020

This project is administered by the City of San Rafael.

Marin-Sonoma Narrows Contract B7 – HOV lane in Marin; MRN – 101- PM 20.8/27.3; On Route 101, in and north of Novato, SB HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of Franklin Ave. Overhead (4.8 miles), and NB HOV lane from 1.7 miles north of Atherton Ave Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.6 miles)- (EA: 04-26472)

Scope: Roadway and bridge widening and Redwood Landfill Interchange modification for HOV lanes and standard shoulders and horizontal and vertical roadway alignment correction. The scope does not include utility relocation and R/W acquisition for access control. Roadway work in not in direct conflict with utilities to be relocated.

Cost Estimate: \$104 M (Construction Capital)

Schedule: Start Construction: Fall 2020
End Construction: Fall 2022

This project is funded by RM3. TAM is the lead for PS&E of this project. This project combines the mainline improvements of MSN Contracts B1-Phase 2 and A4. Currently, the project is not fully funded for construction. The project sponsors are seeking SB1 funding to fully funds the project.

TAM Board Meeting Caltrans Report

Marin-Sonoma Narrows Contract B8 – HOV lane in Marin; MRN - 101 – PM 24.0/27.5; On Route 101, from 2.0 miles north of Atherton Ave. Overcrossing to 0.1 miles south of the Marin/Sonoma County (EA: 04-26473).

Scope: line / Relocate utilities located in State R/W on Route 101 and widen and rehabilitate 0.6 miles of San Antonio Road (County Road) to include Class-II bike facility

Cost Estimate: \$4.9.M (Construction Capital and Utility Relocation)

Schedule: Start Construction: Spring 2022
End Construction: Spring 2023

This project is funded by RM3. TAM is the lead for PS&E of this project. The project scope is to secure R/W, relocate utility and widen/ rehabilitate San Antonio Road for Class II bike lanes. The project could be delayed due to right-of-way acquisitions from private properties.

Restore Damaged Drainage System; MRN-101 PM 0.2; On Route 101, near Sausalito, 0.1 miles south of Alexander Avenue (EA: 04-4J420)

Scope: Replace existing damaged Corrugated Metal Pipe (CMP) down drains with new Corrugated Steel Pipe (CSP) down drains.

Cost Estimate: \$909K (Construction Capital)

Schedule: Start Construction: Summer 2020
End Construction: Fall 2020

New damage at the site is being evaluated, and an interim project is needed before the next winter season to prevent further erosion. This project is being coordinated with NPS, and it will address issues related to scouring/surface drainage within State R/W.

Upgrade Curb Ramps and Sidewalk; MRN-131 PM 0.9; On Route 131, in the Town of Tiburon, at Blackfield Dr. and Greenwood Cove Dr. intersection; (EA: 04-4J450)

Scope: Eliminate 4 free right turns, upgrade curb ramps and sidewalk and install new traffic signals, also install APS system countdown timers.

Cost Estimate: \$2.1M (Construction Capital)

Schedule: Start Construction: Fall 2020
End Construction: Summer 2021

The project is being coordinated with Golden Gate Transit and Marin Transit for bus stop relocation improvements.

Upgrade Curb Ramps and Sidewalk; MRN-101 PM 13.7; On Route 101, in San Rafael, at Manuel T Freitas Parkway; (EA: 04-4K800)

Scope: Upgrade curb ramps and sidewalk.

Cost Estimate: \$1.0M (Construction Capital)

Schedule: Start Construction: Fall 2020
End Construction: Summer 2021

The project is being coordinated with Golden Gate Transit for bus stop relocation/improvements.

TAM Board Meeting Caltrans Report

PROJECTS IN CONSTRUCTION PHASE

Estero Americano Bridge; MRN/SON-1 PM 50.3/50.5; On Route 1 from 0.1 miles south of Estero Americano Bridge to 0.1 miles south of Valley Ford Road (EA: 04-20950)

Scope: Replace existing bridge.

Cost Estimate: \$10.7M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in July 2019.

The construction is substantially complete, and the contract is under the monitoring period for onsite planting.

Construct Tie-Back Retaining Wall; MRN-1 PM 10.95; On Route 1 near Stinson Beach, approximately 1.2 miles south of North Panoramic Highway at Web Creek (EA: 04-4S220)

Scope: Replace culvert and backfill sinkhole.

Cost Estimate: \$2.4M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in March 2020.

Construction activities have been completed. The project is in 5-year Plant Establishment Period (PEP) period.

Marin-Sonoma Narrows Contract L1A (MRN) – Follow-up Mitigation Planting and Sound Wall; MRN-101 PM 26.5/27.6, On Route 101 in Novato, at Olive Avenue (EA: 04-264H3)

Scope: Implement follow-up mitigation planting for MSN Phase 1 and construct Sound Wall on northbound Route 101 at Olive Avenue in Novato.

Cost Estimate: \$2.8M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in August 2019.

Construction activities have been completed. The project is in 3-year Plant Establishment Period (PEP) period.

Marin-Sonoma Narrows Contract B3 - San Antonio Curve Correction; MRN-101 PM 26.5/27.6 & SON-101 0.0/1.2; On Route 101, near Petaluma, from 0.3 miles south of San Antonio Rd. to 1.2 miles north of Marin/Sonoma County line (EA: 04-26409)

Scope: Realign Route 101 to the west to correct horizontal alignment and construct a new mainline San Antonio Creek Bridge. The project has extended the frontage roads and pedestrian/bicycle facility built by other MSN contracts.

Cost Estimate: \$64.5M (Construction Capital)

Schedule: Project was awarded on January 21, 2016. Completion of the construction contract is anticipated in August 2019.

The ground-breaking ceremony was held on July 6, 2016.

TAM Board Meeting Caltrans Report

Route 580/101 HOV Gap Closure Mitigation Planting; MRN-101 PM 9.7/12.7; On Route 101 in San Rafael, at Brookdale Area and offsite riparian mitigation planting (EA: 04-2261H)

Scope: Follow-up Mitigation Planting for the Marin Route 580/101 HOV Gap Closure Project.

Cost Estimate: \$219K (Construction Capital); \$490K (Offsite Mitigation)

Schedule: Construction activities have been completed. The construction contract will be accepted in December 2021 after a 5-year Plant Establishment Period (PEP).

TAM is the lead for this project, and the project is being implemented via an encroachment permit. Caltrans is the lead for off-site mitigation. The off-site mitigation includes the restoration of a portion of Glenview Creek by California State Parks and the acquisition and transfer of the 2.1 acres Sausalito Lincoln/Butte parcel to Open Space Sausalito for preservation as permanent open space. The Brookdale parcel will be relinquished to the City of San Rafael after the Plant Establishment Period (PEP).

Construct Retaining Wall; MRN-1 PM 10.9; On Route 1 near Stinson Beach, approximately 1.2 miles south of North Panoramic Highway - Emergency Directors Order Contract (EA: 04-4K240-S1)

Scope: Construct retaining wall.

Cost Estimate: \$18.5M (Construction Capital)

Schedule: Project was awarded on February 26, 2017. Completion of the construction contract is anticipated in Summer 2020.

The DO was amended to accommodate new damage at the site. The project requires one-way traffic control.

Construct Sheet-Pile Retaining Wall and Slope Armoring; MRN-1 PM 33.4; On Route 1 near Point Reyes Station, at Millerton Gulch Bridge - Emergency Directors Order Contract (EA: 04-4K500)

Scope: Construct sheet pile retaining wall and rebuild slope.

Cost Estimate: \$2.6M (Construction Capital)

Schedule: Substantial construction activities have been completed. The construction contract will be accepted after Phase 1 Plant Establishment Period (PEP) in May 2019. Phase 2 of the PEP and off-site mitigation of this project will be completed by EA: 04-0J570, currently in design phase.

Replace Culvert & Repair Washout; MRN-1 PM 22.7/22.8; On Route 1 near Olema, at Giacomini Creek - Emergency Directors Order (EA: 04-4K850)

Scope: Construct a box culvert (PM 22.78) and install sheet piles (PM 22.8).

Cost Estimate: \$4.2M (Construction Capital)

Schedule: Emergency Directors Order (DO) approved on April 12, 2017. Construction is substantially complete. Completion of the construction contract is anticipated in November 2019 after one-year Plant Establishment Period (PEP).

Replace Culvert & Repair Embankment; MRN-1 PM 35.3; On Route 1 near Marshall, 3.2 miles south of Marshall-Petaluma Road – Emergency Directors Order (EA: 04-4K860)

Scope: Replace culvert and embankment.

Cost Estimate: \$1.4M (Construction Capital)

Schedule: Emergency Directors Order (DO) approved on April 12, 2017. Completion of the construction contract is anticipated in Summer 2019.

TAM Board Meeting Caltrans Report

Scour Mitigation; MRN-101 PM 15.35; On Route 101 at Miller Creek Bridge (EA: 04-4G871)

Scope: Scour mitigation.

Cost Estimate: \$1.0M (Construction Capital)

Schedule: Construction has been completed. The contract will be accepted in 2021 after a 3-year Plant Establishment Period (PEP).

Bicycle/Pedestrian Facility on Richmond-San Rafael Bridge; CC/MRN-580 PM CC 0.0/ 4.8 & MRN 4.8/7.8; On Route 580 at Richmond-San Rafael Bridge (EA: 04-2J680 – Contract 2)

Scope: Extend the bicycle/pedestrian path across the Richmond-San Rafael Bridge and to complete connections to the existing Bay Trail segments on the Marin County side of the Richmond-San Rafael Bridge. The bidirectional path will be located on the right shoulder of the westbound 580 (upper deck). The path project is a pilot program that will evaluate usage of the path by bicyclists and pedestrians.

Cost Estimate: \$40.0M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in December 2019. The path will be open to traffic in summer 2019 after repairs to the bridge deck are completed.

The Bay Area Toll Authority (BATA) is the lead for this project. The first contract for this project (E/B lane) is open to traffic. The path will be a part of the Bay Trail. The Bay Area Toll Authority is building the path under Caltrans oversight.

Replace Culverts with a Bridge; MRN-1 PM 24.7; On Route 1, approximately 0.6 south of Olema (EA: 04-4S780)

Scope: Replace twin culverts with a bridge for fish passageway.

Cost Estimate: \$3.3M (Construction Capital)

Schedule: Construction started in June 2017, and construction was completed in May 2019. Interim measures to control gully erosion will be implemented in Summer 2019.

A follow-up project will implement tree planting and install grade control structures on the stream to lower the water in a controlled manner and prevents erosion and gully head cut formation.

Repair Pavement and Drainage Systems; MRN-101 PM 10.1; On Route 101 and 580 in San Rafael, at Route 101/580 Interchange (EA: 04-2J480)

Scope: Repair sinking pavement and drainage systems.

Cost Estimate: \$2.66M (Construction Capital)

Schedule: Construction contract awarded on October 17, 2018, and completion of the construction contract is anticipated in August 2019.

The repair strategy has been revised, and previously anticipated work on southbound 101/I-580 connector will be done in a future project.

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Construct Retaining Wall and Improve Drainage; MRN-1 PM 0.3; On Route 1 near Mill Valley, at Tennessee Valley Road. (EA: 04-2J560)

Scope: Construct Retaining Wall and install drainage gutter.

Cost Estimate: \$1.2 (Construction Capital)

Schedule: Construction contract awarded on November 19, 2018, Construction will commence in April 2019 and completion of the construction contract is anticipated in December 2019.

One way traffic control will be implemented at night time. During the lane closures, the signal will be turned off, and flaggers will direct traffic at the site and at the intersection. Public outreach will start about a month before construction begins. Including mass mailing of flyers, coordination with local jurisdictional agencies and emergency services, traffic advisories (as needed) and CMS signs at critical locations to warn drivers of nighttime lane closures

Install Concrete Barrier; MRN-101 PM 475/5.60; On northbound Route 101, from Strawberry Pedestrian Overcrossing (POC) to Tiburon Blvd. off-ramp (EA: 04-4H980)

Scope: Install a concrete barrier along state right-of-way between northbound Route 101 and Redwood Highway Frontage Road.

Cost Estimate: \$6.1M (Construction Capital)

Schedule: Construction contract awarded on January 2, 2019, Construction commenced in March/April 2019 after the rainy season and completion of the construction contract is anticipated in December 2019.

The project is being expedited by one year due to a recent accident at the project site. Construction of the safety barrier will be completed in July 2019.

Marin 101 Ramp Metering - Phase 1; MRN-101 PM 0.0/9.0; On northbound Route 101, at various locations from north of GGB to Route 580 (EA: 04-15161)

Scope: Install ramp metering equipment and TOS elements at 10 locations from GGB to San Francis Drake Blvd., including ramp widening at three locations. TOS element includes changeable message signs, salvage/removal of wireless magnetometer vehicle detection sensors, and installation of inductance loops.

Cost Estimate: \$6.9M (Construction Capital)

Schedule: Construction contract was awarded on December 17, 2018, Construction will commence in March/April 2019 and completion of the construction contract acceptance is anticipated in Fall 2020.

The project also widens Route 131 from North Knoll Rd. to northbound Route 101 on-ramp to address congestion on Tiburon Blvd. Public outreach will start about a month before construction begins. Including mass mailing of flyers, coordination with local jurisdictional agencies and emergency services, traffic advisories (as needed) and CMS signs at critical locations to warn drivers of lane/ramp closure and detours.

TAM presented the project to Mill Valley City Council on May 6 2019.

Pavement Surface Treatment and Drainage Modification; MRN-101 PM 1.0/2.5; On southbound Route 101, in Sausalito, from the Robin Williams Tunnel to Rodeo Avenue (EA: 04- 3Q880)

Scope: Remove and replace pavement surface to increase traction

Cost Estimate: \$2.5M (Construction Capital)

Schedule: Emergency Directors Order (DO) approved on February 27, 2019. Completion of the construction contract is anticipated in August 2019

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Regrade and Replace Pavement, Construct Temporary Flood Wall; MRN-37 PM 11.3/11.7; On Route 37, near Novato, from the Route 101 separation to Atherton Avenue (EA: 04- 3Q914)

Scope: Regrade and replace pavement and construct a temporary flood wall.

Cost Estimate: \$3.0M (Construction Capital)

Schedule Emergency Directors Order (DO) approved on February 16, 2019. Completion of the construction contract is anticipated in September 2019

OTHERS

- Caltrans is evaluating the design of a barrier separated bike path on Route 580 (580) Sir Francis Drake Blvd westbound off-ramp.
- Caltrans, County of Marin, City of Mill Valley and Town of Tiburon will implement short-term measures to relieve traffic congestion on Highway 1 at TAM Junction and the Highway 101/Tiburon Blvd./East Blithedale Avenue. Interchange area. Widening of Tiburon Blvd near Highway 101 onramp will start in April 2019 under EA 04-15161.
- Caltrans is working with County of Marin Phase 1 of Bolinas Lagoon project.
- Caltrans maintenance restored the drainage system (culverts and ditches) along the Bolinas Lagoon to prevent recurring flooding on Route 1 prior to 2018 winter (EA 3Q020). Caltrans is working with the County and local elected official to find solutions to flooding and vegetation management issues along Route 1.