



DATE: November 21, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Principal Project Delivery Manager
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Various Actions Associated with Access Improvements for the Approaches to the Richmond-San Rafael Bridge (Action), Agenda Item No. 9

RECOMMENDATION

Staff is recommending that the Board approves the following actions associated with access improvements to the Richmond-San Rafael Bridge (RSRB) as follows:

1. Re-direct previously allocated funds to a Class IV Bikeway located on the Westbound I-580/ Sir Francis Drake Blvd off-ramp in the amount of \$1.3M for construction, and
2. Authorize the Executive Director to enter into a funding agreement with the Bay Area Toll Authority (BATA) in the amount of \$1.3M, and
3. Authorize the Executive Director to execute a contract amendment with BKF Engineers to increase the Not to Exceed amount by \$250,000 to \$1.76M for project development services, and
4. Authorize the inclusion of a \$1.3M budget item for the Interagency Funding Agreement between TAM and BATA for the Construction of a Class IV Bikeway in the FY2019-20 Annual Budget.

Note that no additional funding is being requested at this time. The actions above will use funds previously allocated to the suite of projects associated with access improvements to the RSRB.

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 RSRB. The two routes to the bridge include East Sir Francis Drake Blvd from Highway 101 to I-580 and the Northbound off ramp from Highway 101 to Bellam Blvd. This work also included preliminary work to help facilitate agreement on a direct connector from Northbound Highway 101 to Eastbound I-580, which is expected to be mostly funded by Regional Measure 3.

The East Sir Francis Drake Project consisted of two independent elements that were developed on a different timeline. The roadway and bike/pedestrian improvements within the City of Larkspur have been completed and are in service. The improvements have provided a notable relief to the congestion compared to the pre-project conditions. Due to the significant cost increase associated with the Class IV bikeway on the I-580 overcrossing to Sir Francis Drake Blvd and the unsuccessful pursuit of additional funding, staff recommended, and the Board concurred, to pause and suspend project development.

The scope of the Bellam Blvd Improvement Project 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; adding a second right turn lane to help with traffic merging from the I-580 off-ramp; reconfiguring the crosswalk across Bellam and making improvements to the eastbound on-ramp.

The Bellam Blvd Improvement Project has encountered several technical and right of way challenges but has been environmentally cleared and is currently under design.

DISCUSSION/ANALYSIS

East Sir Francis Drake Blvd – Highway 101 to I-580

TAM cooperatively worked with the City of Larkspur to successfully implement this Project. Final costs exceeded the original estimate, but the project was delivered within the allocated funding amount.

Class IV Bikeway - Westbound I-580/ Sir Francis Drake Blvd Overcrossing (off-ramp)

Over the last few months, staff has discussed alternative methods of project delivery with Caltrans and BATA to advance the Class IV Bikeway on the I-580 Overcrossing to Sir Francis Drake Blvd. All three parties recognize that with the opening of a multi-use path on the RSRB, the existing paths of travel for cyclists on the I-580 shoulder would be greatly improved with the creation of the previously pursued bikeway. Currently bicyclists use the westbound shoulder of the Overcrossing to connect Francisco Blvd East with Andersen Drive. Bicyclists traveling eastbound are prohibited from using the Overcrossing and are directed to use the Sir Francis Drake on-ramp to I-580 and then use the shoulder of I-580 to the San Quentin off-ramp. The Class IV Bikeway would be created by adding a concrete barrier (a type of K-Rail) adjacent to the travel way on the Westbound Overcrossing. This will allow two-way bike traffic connecting Andersen Drive with Francisco Blvd leading to upper deck of the RSRB. It should be noted that pedestrians are not allowed on the Bikeway due to safety concerns and with Americans with Disabilities Act (ADA) requirements.

After exploring delivery options and associated costs, the three parties are recommending a cooperative effort to deliver the project. BATA is proposing using the same barrier method that is being used on the RSRB and is willing to add the barrier and other roadway design features to its existing contract as a change order. BATA is also willing to provide construction oversight and administration during construction. This contribution is estimated to be worth over \$500,000. Caltrans has agreed to environmentally clear the project, provide design oversight and project approval, including issuing an encroachment permit to authorize the Class IV Bikeway within the state right-of-way. Rough estimates of Caltrans' "In-Kind" contribution of these services is about \$250,000. Caltrans will also absorb the maintenance costs moving forward. Staff is proposing a funding contribution to prepare environmental reports, engineering and design, preparation of construction documents and to provide funding for the capital improvement cost of the project. Approximately \$350,000 is needed project development costs, and should the Board agree to allocate the capital costs, it would be an additional \$1.3 million.

It should be noted that the project has features that do not meet Caltrans' design standards. The process of obtaining design exceptions requires an in-depth analysis. In order to meet the schedule for BATA to deliver the project using its current contractor, Caltrans has proposed to implement the project as a two-year pilot. Staff is working with Caltrans to establish criteria for a "before, during, and after" evaluation procedure.

Bellam Blvd (Highway 101 Off-Ramp to Bellam Blvd)

The Bellam Project was originally scheduled to go to construction late this year. However, additional investigation has found that the project is partially situated on bay mud. This has led to a redesign of the pavement section and the retaining wall, and the inability to cap the aerially deposited lead contaminated soil on site. In addition, the estimated right of way cost has increased by over \$200,000.

The cost increases for the Bellam Project are being refined as the redesign continues. At this point, it appears to be in excess of \$1 million above the available funding. Caltrans is committed to working with TAM to get this Project completed in order to realize the safety elements associated with removing the daily stopped traffic off Northbound Highway 101.

FISCAL CONSIDERATION

It is proposed to redirect a portion of previously allocated funding to the Class IV Bikeway in the amount of \$1.3 million as shown on the below table. These funds had been earmarked to complete the Bellam Blvd improvements through environmental, design, construction and construct support. Due to the recently discovered increase in right-of-way and construction cost on the Bellam project, and the immediate need to proceed with the Class IV Bikeway, staff is recommending the funds be reallocated for the construction of the Bikeway. The remaining allocated funds will be used to finish the design of the Bellam Project and get it “shovel ready” while additional funds are considered. The remaining funds from the current allocation can be directed to the construction phase for the Bellam Project.

PROJECT	PROJECT DEVELOPMENT (Environmental, Design, R/W, Staffing)	CONSTRUCTION
Preliminary Study Direct Connector	\$100,000	NA
Bellam Blvd	\$1,350,000	
East Sir Francis Drake Blvd (Completed)	\$500,000	\$2,500,000
Class VI Bikeway	\$350,000	\$1,300,000
RSR Bridge Traffic Study	\$150,000	NA
Available to Bellam Blvd in the Future for Construction		\$1,450,000
TOTAL	\$2,450,000	\$5,250,000
Total Measure A Bond Reserve Funds Allocated to Date	\$7,700,000	

NEXT STEPS

With the approval of the Board, staff will execute the funding Agreement with BATA in the amount of \$1,300,000 and will execute a contract amendment with BKF Engineers in the amount of \$250,000 to finalize the Class IV Bikeway construction documents and get the Bellam Project “Shovel Ready”.

Once the Bellam Project is “Shovel Ready”, staff will explore funding options for the Board to consider for the construction phase.

ATTACHMENTS

None.