



**DATE:** January 13, 2020

**TO:** Transportation Authority of Marin Administration, Projects and Planning Executive Committee

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Project Delivery Team

**SUBJECT:** Review the January 2020 Project Status Report (Action), Agenda Item No. 6

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## RECOMMENDATION

The Administration, Projects and Planning Executive Committee review the January 2020 Project Status Report and refer it to the TAM Board for review and acceptance.

## BACKGROUND

In an effort to provide up to date funding and expenditure information that can help the Board and the general public understand the overall status of the suite of projects that TAM manages, the first TAM Project Status Report was developed and provided to the then-called TAM Finance and Policy Executive Committee for review at its October 8, 2018 meeting. It was determined through the report development and review process that updated TAM Project Status Reports will be presented to the Board and public for review every 6 months, with the last report provided in June 2019.

## DISCUSSION/ANALYSIS

### Project Status Report Highlights:

The Project Status Report covers on-going projects that are active and those that are in the planning phase.

**Active Projects** covers all projects that are in environmental, design or construction phases. These projects are well defined and, in most cases, fully funded. This report includes six active projects, including an in-depth presentation of the Marin Sonoma Narrows (MSN) Corridor. The six projects are: US 101 Marin-Sonoma Narrows – B7 and B8; Marin-Sonoma Narrows B3 – US 101 San Antonio Creek Bridge Replacement and HOV Lanes; North-South Greenway Gap Closure Project – North Segment; North-South Greenway Gap Closure Project – South Segment; Class IV Bikeway on the I-580 Sir Francis Drake Blvd off-ramp, and Bellam Boulevard Off-Ramp from Northbound US 101;

**Planning Projects** cover emerging high priority projects for which TAM is studying various options. These projects most likely will become active projects in the foreseeable future. The report includes three projects in the planning phase: Northbound US 101 to Eastbound Interstate 580 Direct Connector; State Route 37, and Improvements to Highway 101 Interchanges.

**FISCAL CONSIDERATION**

Not Applicable.

**NEXT STEPS**

The next Project Status Report update will be provided in June/July 2020.

**ATTACHMENTS:**

Attachment: 1. 2020 TAM Project FACT Sheets  
2. Project PowerPoint Presentation



# Transportation Authority of Marin

## Project Status Report

*January 2020*



Project Status Report

January 2020

ON-GOING PROJECTS

A. PROJECTS – ACTIVE

Marin-Sonoma Narrows – Corridor Overview .....1

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B. PROJECTS - PLANNING PHASE

Northbound US 101 to Eastbound Interstate 580 Direct Connector.....14

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● Indicates delay in schedule, increase in cost and/or increase in funding shortfall since last update.

## Project US 101 Marin-Sonoma Narrows (MSN) Overview

**Partners** Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin  
**Jurisdiction(s)** Novato, Petaluma

### Scope

Widening of approximately 17 miles of US 101 from four to six lanes by adding HOV lanes in each direction; improving public transit and access to SMART rail network; installing continuous Class I and Class II bikeways between Novato and Petaluma; and constructing new interchanges and frontage roads to remove unsafe access from private properties and local roads.

Project will be completed through a series of phases based on operational priority and funding availability.

### Status

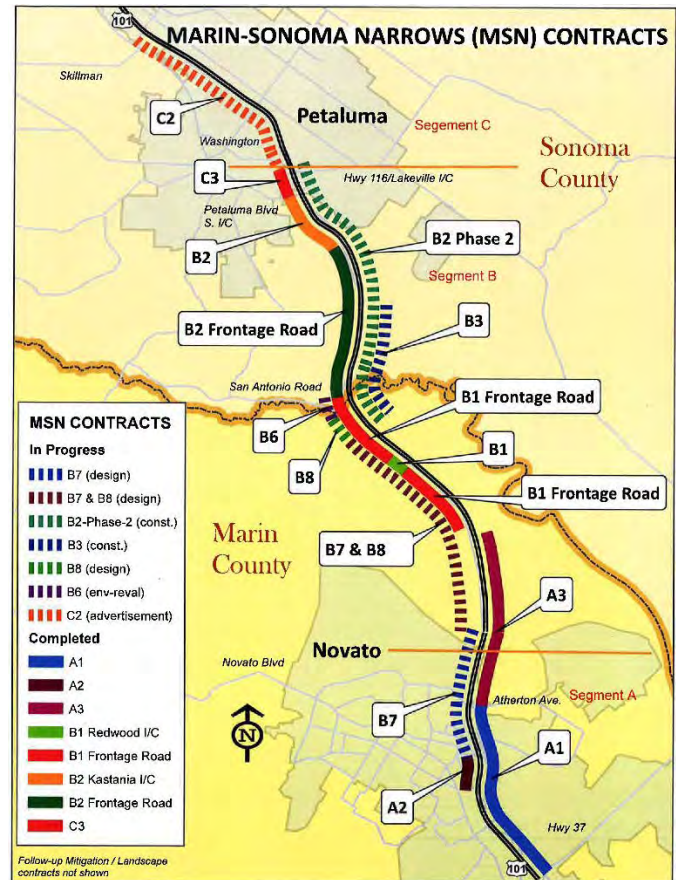
- Design is underway for the HOV lanes between North Novato to Olompali. (MSN B7 and B8)
- Construction is nearing completion for the Highway 101 San Antonio Creek bridge and curve correction (Segment B3), spanning three miles at the Marin/Sonoma County line and should be completed in its entirety Fall 2019.
- All remaining Sonoma County segments are underway.

### Issues/Areas of Concern

- Additional funding is needed to complete the remaining segments in Marin.

### MARIN-SONOMA NARROWS STATISTICS

Project length.....17 miles  
 Avg. daily traffic – 2017.....153,000 vehicles  
 Avg. daily truck traffic – 2013.....6,200 trucks  
 Marin County / Sonoma County total  
 populations.....258,000/495,000  
 Vehicle hours of delay (at less than 35 mph).....978,400  
 Funds programmed for MSN.....~\$592,600,000  
 Funds needed to complete MSN.....~ \$150,000,000



### Phase Status

A1	Completed
A2	Completed
A3	Completed
B1 Phase I	Completed
B7 (Formerly B1-Phase II; See Fact Sheet)	Partially Funded
B2 Phase I	Completed
B2 Phase II	In Progress
B3 (See Fact Sheet)	In Progress
B8 (Formerly A4 & B5; See Fact Sheet)	Partially Funded
B6	In Progress
C1	Completed
C2	In Progress
C3	Completed

<b>Project</b>	<b>Marin-Sonoma Narrows B3 – US 101 San Antonio Creek Bridge Replacement and HOV Lanes</b>
<b>Partners</b>	Caltrans, Sonoma County Transportation Authority, and Transportation Authority of Marin
<b>Jurisdiction(s)</b>	Novato, Petaluma

### Scope

Construct a new San Antonio Creek Bridge, build a bicycle facility across San Antonio Creek to connect with San Antonio Road with Petaluma Blvd South frontage road. Realign a portion of US 101 to the west, with widening of the roadway for future carpool lanes and raise the roadway out of the flood plain and improve sightlines.



### Status

- San Antonio Creek Bridge complete - late 2017.
- Both Northbound and Southbound traffic shifted to new alignment - Late 2018.
- Frontage roads are open to local traffic.
- Bicycle path through project was opened late summer 2019.
- Project is complete and ribbon cutting event was held on December 11, 2019.

### Issues/Areas of Concern

- Project conform/transition point conflicts with Sonoma County MSN project B2 Phase 2 to the north were resolved.

### Updates from Previous Report

- Minor punch list items to be completed.

### Schedule

Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2016-2019

### Estimated Cost by Project Phase

Planning	\$334,000
Environmental Clearance	334,000
Design	4,932,000
Right of Way and Utilities	18,837,000
Construction	67,386,000
<b>TOTAL</b>	<b>\$91,823,000</b>

### Funding by Source

STIP IIP	\$86,542,000
STIP-RIP MRN	1,900,000
TCRP	2,900,000
SAFETEA-LU	405,000
DEMO TEA-21	76,000
<b>TOTAL</b>	<b>\$91,823,000</b>

Project Status Report - Active

January 2020

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**Project Marin-Sonoma Narrows B3 – US 101 San Antonio Creek Bridge Replacement and HOV Lanes**


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**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY09-06	12	Open	Mark Thomas & Co.	Design and Support Engineering Services	\$4,700,783	STIP-IIP	\$4,683,681	99%
				TOTAL	\$4,700,783		\$4,683,681	99%

**Project US 101 Marin-Sonoma Narrows – B7 and B8****Partners** Caltrans, Sonoma County Transportation Authority, and Transportation Authority of Marin**Jurisdiction(s)** Novato**Scope**

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to just south of Franklin Avenue Overhead, and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 mile south of the Marin/Sonoma County line, improving mobility for public transit and access to SMART rail system. Project includes bridge widening, interchange modifications (Redwood Landfill Interchange), completing all HOV lanes in the NB and SB directions, standardizing shoulders, Class II bike lane construction and correcting the roadway horizontal alignment and vertical profile, along with relocating remaining utilities.

**Status**

- Working with engineering consultant and Caltrans to design the project. The project design is currently fully funded with local funds, with design completion by Spring 2019 for mid-2020 construction start.

**Issues/Areas of Concern**

- The project is an aggregate of three MSN projects, formerly called the B1 Phase II, A4 and B5 projects. Due to desire to complete the design plan by December 2019 and the potential lengthy process with right-of-way (ROW) acquisition, the project will be split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) ROW acquisition and utility relocation (MSN B8). The design and construction path seeks to decouple any potential delays from the ROW acquisition process.
- Approximately \$132 million is needed to complete construction; RM3 and SB1 Solutions for Congested Corridor Program (SCCP) are potential funding sources.

**Updates from Previous Report**

- RM3 funds are unavailable and continue to be at risk due to litigation.
- SB1 grant application process delayed to June 2020

**Schedule**

Planning	N/A
Environmental Clearance	2009
Design	2019-2020
Right of Way and Utilities	2018-2023
Construction	2020-2023

**Estimated Cost by Project Phase**

Planning	N/A
Environmental Clearance	N/A
Design	\$8,300,000
Right of Way and Utilities	11,100,000
Construction	123,100,000
<b>TOTAL</b>	<b>\$142,500,000</b>

**Funding by Source**

STIP Right of Way Excess Fund	\$4,550,000
SB1-LPP	500,000
Measure AA	2,800,000
STP	2,000,000
RM3/SB1 (Pending)	132,650,000
<b>TOTAL</b>	<b>\$142,500,000</b>

Project Status Report - Active

January 2020

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**Project US 101 Marin-Sonoma Narrows – B7 and B8**


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**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY18-12	4	Open	BKF Engineers	Design and Support Engineering Services	\$3,200,000	STIP ROW Fund & STP	\$2,972,651	92%
				TOTAL	\$3,200,000		\$2,972,652	92%

## Project North-South Greenway Gap Closure Project – Northern Segment (Larkspur Segment)

**Partners** TAM, MTC, Caltrans and the City of Larkspur

**Jurisdiction(s)** Caltrans and the City of Larkspur

### Scope

The Northern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the Central Marin Ferry Connector bridge over Sir Francis Drake Boulevard and the pedestrian overcrossing of US 101. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Northern Segment shown in the adjacent graphic as orange alignment.)



### Status

- Environmental analysis is complete.
- Final design is nearing completion.
- Northern Segment construction documents prepared in two phases, work within Caltrans ROW and work along Old Redwood Highway within the City of Larkspur. This allows phasing of construction.

### Issues/Areas of Concern

- Partners are monitoring construction bidding environment as other projects in the County have experienced higher costs than estimated.

### Updates from Previous Report

- Financial Information Updated

### Schedule

Planning	Complete
Environmental Clearance	Complete
Design	In Progress
Right of Way and Utilities	In Progress
Construction	2020-2021

### Estimated Cost by Project Phase

Planning	-
Environmental Clearance	\$1,100,000
Design	2,400,000
Right of Way and Utilities	-
Construction	12,044,637
<b>TOTAL</b>	<b>\$15,544,637</b>

### Funding by Source

RM2	\$13,741,000
CMAQ (Old Redwood Highway)	1,120,000
Measure A Interest Funds	400,000
BAAQMD Grant	283,637
<b>TOTAL</b>	<b>\$15,544,637</b>

Project Status Report - Active

January 2020

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**Project: North-South Greenway Gap Closure Project – Northern Segment**


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**Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY15-08	4	Open	Moffatt & Nichol	Environmental, Plans, Specifications and Estimates (PAED, PS&E)	\$3,045,000	RM2	\$2,992,054	98%
				TOTAL	\$3,045,000		\$2,992,054	98%

## Project North-South Greenway Gap Closure Project – Southern Segment (Larkspur & Corte Madera Segment)

**Partners** MTC, SMART, the City of Larkspur and the Town of Corte Madera

**Jurisdiction(s)** Larkspur, Corte Madera

### Scope

The Southern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the southern terminus of the Northern Segment through a private easement (not yet secured) then along the SMART right-of-way south to Wornum Drive to connect to existing multi-use paths. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Southern Segment shown in the adjacent graphic as red alignment.)

### Status

- The use of the SMART right-of-way has been secured.
- The County of Marin Department of Public Works has agreed to be the implementing agency for the initial alternative's alignment analysis and environmental analysis. TAM is the project sponsor.

### Issues/Areas of Concern

- The Southern Segment requires acquisition of private right-of-way by means of easement.
- Subject to resolving the funding constraints future project delivery for the Southern Segment will be evaluated.

### Updates from Previous Report

- Financial Data Updated



### Schedule

Planning	Completed
Environmental Clearance	2020
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

### Estimated Cost by Project Phase

Planning	
Environmental Clearance	1,500,000
Design	TBD
Right of Way and Utilities	850,000
Construction	TBD
<b>TOTAL</b>	<b>\$2,350,000</b>

### Funding by Source

RM2	\$2,350,000
<b>TOTAL</b>	<b>\$2,350,000</b>

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**Project      North-South Greenway Gap Closure Project – Southern Segment**


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**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	\$1,350,000	RM2	\$446,015	33%
A-FY14-21		Closed	Sonoma-Marín Area Rail Transit District (SMART)	Boundary Survey and Title Research	\$75,000	RM2	\$52,652	100%
A-FY18-18		Closed	Sonoma-Marín Area Rail Transit District (SMART)	Right-of-Way	\$850,000	RM2	\$850,000	100%
				TOTAL	\$2,275,000		\$1,348,667	59%

<b>Project</b>	<b>Class IV Bikeway on the I-580 Sir Francis Drake Blvd Off-Ramp</b>
<b>Partners</b>	Caltrans, Transportation Authority of Marin, BATA, and City of San Rafael
<b>Jurisdiction(s)</b>	Caltrans and City of San Rafael

### Scope

Create a two-way barrier separated Class IV Bikeway on the Sir Francis Drake off-ramp connecting Francisco Blvd East with Andersen Drive. The new Bikeway will utilize the shoulder between the outside barrier and the single lane travel way.

### Status

TAM has been working with Caltrans, the Bay Area Toll Authority (BATA) and the City of San Rafael to environmentally clear and finalize the design in the spring, summer and fall of 2019. Caltrans agreed to approve the four-year pilot project in December 2019. BATA has agreed to administer and construct the project in early 2020.

TAM is funding the project development and capital construction costs. Caltrans is providing staff to review and approve the project at their cost. BATA is providing construction support at their cost.

### Issues/Area of Concern.

None

### Updates from Previous Report

TAM approved construction funding at the November 21, 2019 Board meeting as well as a funding agreement with BATA to allow the project to proceed.



### Schedule

Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	Winter/Spring 2020

### Estimated Cost by Project Phase

Planning	
Environmental Clearance	\$50,000
Design	300,000
Right of Way and Utilities	
Construction	1,300,000
<b>TOTAL</b>	<b>\$1,650,000</b>

### Funding By Source

Measure A Sales Tax Funds	\$1,650,000
<b>TOTAL</b>	<b>\$1,650,000</b>

Project Status Report - Active

January 2020

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**Project Class IV Bikeway on the I-580 Sir Francis Drake Blvd Off-Ramp**


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**Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	1	Open	BKF Engineers	Provide environmental and design services.	\$350,000	Measure A/AA Sales Tax	\$324,351	93%
A-FY 20-34	0	Open	Bay Area Toll Authority	Capital Construction	\$1,300,000	Measure A Sales Tax	0	
				TOTAL	\$1,650,000		\$324,351	20%

<b>Project</b>	<b>Improve Bellam Boulevard Off-Ramp from Northbound US 101</b>
<b>Partners</b>	Caltrans, Transportation Authority of Marin, and City of San Rafael
<b>Jurisdiction(s)</b>	Caltrans and City of San Rafael

### Scope

Improve the Bellam Avenue off ramp from US 101 by widening the two lanes immediately past the core point. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. An extra lane will be added near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

### Status

The CEQA document was recorded on August 15, 2018. Design approval from Caltrans is expected in late Spring 2020 along with the right of way certification. The County of Marin has signed the co-operative agreement. The Project has required a redesign and is short funds to complete.

### Issues/Area of Concern

The recent design changes along with the transfer of funds from this project to the Sir Francis Drake Flyover have left a funding shortfall of approximately \$2.7 million. The Right of Way agreement with Marin Square has expired and will require new negotiations

### Updates from Previous Report

Redesign is underway due to unanticipated Bay Mud soil conditions. This change along with a transfer of money to another project has led to a funding shortfall.



### Schedule

Planning	Complete
Environmental Clearance	Complete
Design	Complete April 2020
Right of Way and Utilities	May 2020
Construction	Begin 2020-2021

### Estimated Cost by Project Phase

Planning	\$30,000
Environmental Clearance	90,000
Design	800,000
Right of Way and Utilities	200,000
Construction	5,100,000
<b>TOTAL</b>	<b>\$6,220,000</b>

### Funding By Source

Measure A and AA Sales Tax	\$3,487,000
<b>TOTAL</b>	<b>\$3,487,000</b>

Project Status Report - Active

January 2020

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**Project Improve Bellam Boulevard Off-Ramp from Northbound US 101**


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**Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	1	Open	BKF Engineers	Complete design services including environmental.	\$920,000	Measure A/AA Sales Tax	\$644,019	70%
A-FY19-17		Open	County of Marin	Agreement to manage construction including construction management	\$4,000,000 (See Bullet Below)	Measure A Sales Tax	\$47,303	1%
				TOTAL	\$4,920,000		\$691,322	14%

- This agreement was executed before money was transferred from this project to the two projects on Sir Francis Drake Boulevard. This agreement is reimbursement based and will be modified after additional funding is secured. No additional charges are expected before construction commences.

<b>Project</b>	<b>Northbound US 101 to Eastbound Interstate 580 Direct Connector</b>
<b>Partners</b>	Caltrans, Metropolitan Transportation Commission, Transportation Authority of Marin, City of San Rafael and City of Larkspur
<b>Jurisdiction(s)</b>	Caltrans and City of San Rafael

### Scope

Construct a direct connection route between northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel eastbound toward Contra Costa County. The eastbound approach to the RSR Bridge is one of only two toll bridges in the Bay Area accessed by low speed local roads with traffic signals resulting in traffic delays on local roads and US 101.



### Status

In 2018, voters approved Regional Measure 3 in an amount that would fully fund Alternative 3. This Alternative will be very similar to the existing Bellam off-ramp from US 101, however Bellam Boulevard would be crossed with an elevated structure. I-580 would be widened to three lanes. The RM3 funds are expected to be available in the next year. However, RM3 projects are to be funded by toll revenue over many years. TAM is attempting to have enough funds made available from the initial RM3 allocations to complete the design and environmental process.

### Issues/Area of Concern

Approval would be required from Caltrans to accept the relatively slow design speed associated with the curve of Alternative 3. Increasing traffic in the area may someday require that the design accommodate the westbound I-580 to southbound US 101 movement. The design for this project must consider rough design of that concept, to accommodate potential future construction.

### Updates from Previous Report

The consultant for preliminary engineering and to prepare the environmental document has started work.

### Schedule

Planning	2020
Environmental Clearance	2021
Design	2023
Right of Way and Utilities	2023
Construction	2025

### Estimated Cost by Project Phase

Planning	\$1,750,000
Environmental Clearance	3,500,000
Design	9,000,000
Right of Way and Utilities	18,000,000
Construction	115,000,000
<b>TOTAL</b>	<b>\$147,250,000</b>

### Funding by Source

RM3	\$135,000,000
Measure A Sales Tax	100,000
Measure AA Sales Tax	12,150,000
<b>TOTAL</b>	<b>\$147,250,000</b>

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**Project      Northbound US 101 to Eastbound Interstate 580 Direct Connector**


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**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	\$102,000	Measure A Sales Tax	\$102,000	100%
C-FY20-01		Open	Kimley Horn & Associates	Project Approval and Environmental Document (PAED)	\$5,900,000	Measure AA Sales Tax	\$45,438	1%
C-FY20-02		Open	Fremier Enterprises Inc.	Project Management	\$400,000	Measure AA Sales Tax	\$10,069	2%
				TOTAL	\$6,402,000		\$157,507	2%

## Project State Route 37

**Partners** Caltrans, Metropolitan Transportation Commission, and Transportation Authority of Marin, Sonoma, Napa and Solano Counties

**Jurisdiction(s)** Marin County

### Scope

State Route 37 is a key transportation corridor stretching from US 101 in Marin County to Interstate 80 in Solano County. Within the past six years, it has been studied by UC Davis, Caltrans and MTC. It is being evaluated by a policy committee comprised of transportation authorities from Marin, Sonoma, Solano and Napa counties to address sea level rise, traffic congestion, transit options and recreational activities.

### Status

- MTC funded and completed a Corridor Plan in June 2018, prioritizing congestion relief in Segment B in Solano and Sonoma Counties. Segment A consists of Marin and portions of Sonoma County. Segment C is located in Solano County.
- Caltrans conducted public outreach in conjunction with the Corridor Plan with a series of workshops, web surveys and two rounds of focus meetings.

### Issues/Area of Concern

- A 1,500-foot segment of the four-lane freeway, between US 101 and Atherton Avenue in Novato, had been closed due to the flooding of Novato Creek in January and February 2017. Caltrans spent about \$6 million to reopen the highway.
- The same segment along with portions near Atherton Ave flooded in February of this year, leading to additional highway closures in 2019.

### Updates from Previous Report

- RM3 allocates \$100 million to the corridor. TAM will receive \$3 million to prepare detailed analysis for levee improvements.
- MTC completed the PID document for Segment B and commenced the environmental review process for the Interim Project in summer 2019.
- Marin County Public Works kicked off an SR-37 adaptation planning study to better define future opportunities to make Segment A1 more resilient to flooding and closures. A draft report with design concepts was presented to the Policy Committee in December 2019. Completion is planned for January 2020.
- Due to the February 2019 flooding and closures, Caltrans mobilized repairs to reopen SR-37 quickly and recently completed a PID document for Segment A1. This PID document allows for the preparation of an environmental document for a project to improve Segment A1; which has been pushed back for a start in mid 2020 and completion by 2023.

- For winter 19/20, Caltrans raised portions of the highway in Marin where it had settled and positioned portable pumps and flood walls in case of emergency.



### Schedule – Segment A

Planning	2018
Environmental Clearance	2022
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

### Estimated Cost by Project Phase – Segment A

Planning	TBD
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	TBD

### Funding by Source – Segment A

City/County	\$169,765
TOTAL	\$169,765

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**Project      State Route 37**


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**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
A-FY16-10		Closed	Solano Transportation Authority	Design Alternatives	\$40,000	City/County	\$40,000	100%
C-FY17-16	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 11)	Segment A - Improvement Concept Study	\$88,000	City/County	\$85,922	97%
A-FY19-10		Closed	NVTA, STA, SCTA and TAM	SR37 Travel Behavior Feasibility Study	\$11,765	City/County	\$11,765	100%
A-FY19-07		Open	County of Marin	SR37 Adaptation Study	\$30,000	City/County	\$5,944	19%
				TOTAL	\$169,765		\$143,631	84%

## Project Improvements to Highway 101 Interchanges and Approaching Roadway

### Partners

**Jurisdiction(s)** Caltrans, Marin County, Marin's Cities, Marin Transit, Golden Gate Transit

### Scope

During the development and re-authorization of the ½ cent Transportation Sales Tax (Measure AA) a category was included in the Expenditure Plan to provide funding for studies of interchanges on Highway 101. The implementation category goal is to "Improve Highway 101 local interchanges and freeway access routes to reduce congestion, improve local traffic flow, and address flooding impacts throughout the county".

These funds will be used to address Highway 101 interchanges at a number of locations in Marin and will be used as "seed money" to attract regional, state and federal funds for planning, public outreach, and to develop the scope of improvements needed for all users of the interchanges.

### Status

TAM is in the process of retaining a consulting firm to assist staff with the development of long-term program goals and objectives and to prepare initial studies of the interchanges. The initial studies will be developed to present existing conditions, define constraints and present opportunities for improvements. The overall program will be presented to the Board for discussion and further direction.

### Issues/Area of Concern

None

### Updates from Previous Report

N/A – First report for this project.



### Schedule

Planning	TBD
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

### Estimated Cost

Planning	TBD
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
<b>TOTAL</b>	<b>TBD</b>

### Funding by Source

Measure AA	3% of Sales Tax Revenue
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**Project      Improvements to Highway 101 Interchanges and Approaching Roadway**

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**Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
N/A								

**Project Status Report****January 2020**

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**PROJECT PHASE DEFINITIONS**

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**Planning** – Complete project studies to define general project parameters.

**Environmental Clearance** – Completion of and approval of environmental studies and/or reports. Environmental analysis assesses the potential impacts a project may have on the natural and/or built environment.

**Design** – Engineer and design project leading to the preparation of plans, specifications and construction estimates. Resource agency permits are obtained in the final design stage in preparation to advertise the project for construction bidding.

**Right of Way and Utilities** – Establish cost and obtain ownership/passage through a given area for the benefit of project completion. Establish utilities needed for the project and relocation if necessary. Right-of-way certification required if using federal funds or if the project is on state highway system.

**Construction** – Includes actual construction, construction management and construction related design. Actual construction close-out duration may go for years after scheduled completion date shown.

**Project Management** – Project or construction management and oversight support of projects to carry out elements of construction. Project management is provided by in-house agency staff and consultants. Typically includes construction materials testing for contract compliance.

**Project Status Report****January 2020****ACRONYMS AND ABBREVIATIONS**

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ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EEMP	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ENV MITG	Environmental Mitigation
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute Program
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

**ACRONYMS AND ABBREVIATIONS**

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MTS	Metropolitan Transportation System
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTTP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PA&ED	Project Approval & Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimates
PSR	Project Study Report
RHNA	Regional Housing Needs Allocation
RM 2	Regional Measure 2
ROW	Right of Way
ROW CAP	Right of Way Capital
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCS	Sustainable Communities Strategy
SLPP	State Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR2S	Safe Routes to School
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STIP-IIP	Interregional Transportation Improvement Program
STIP-RIP	Regional Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee

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# TAM Project Update



Administration, Projects and Planning Executive Committee  
January 13, 2020



# TAM Project Update

## Projects – Active:

- Marin Sonoma Narrows
- North-South Greenway Gap Closure
- Class IV Bikeway on the SFD Off-Ramp
- Bellam Blvd Off-Ramp from US 101

## Projects – Planning Phase:

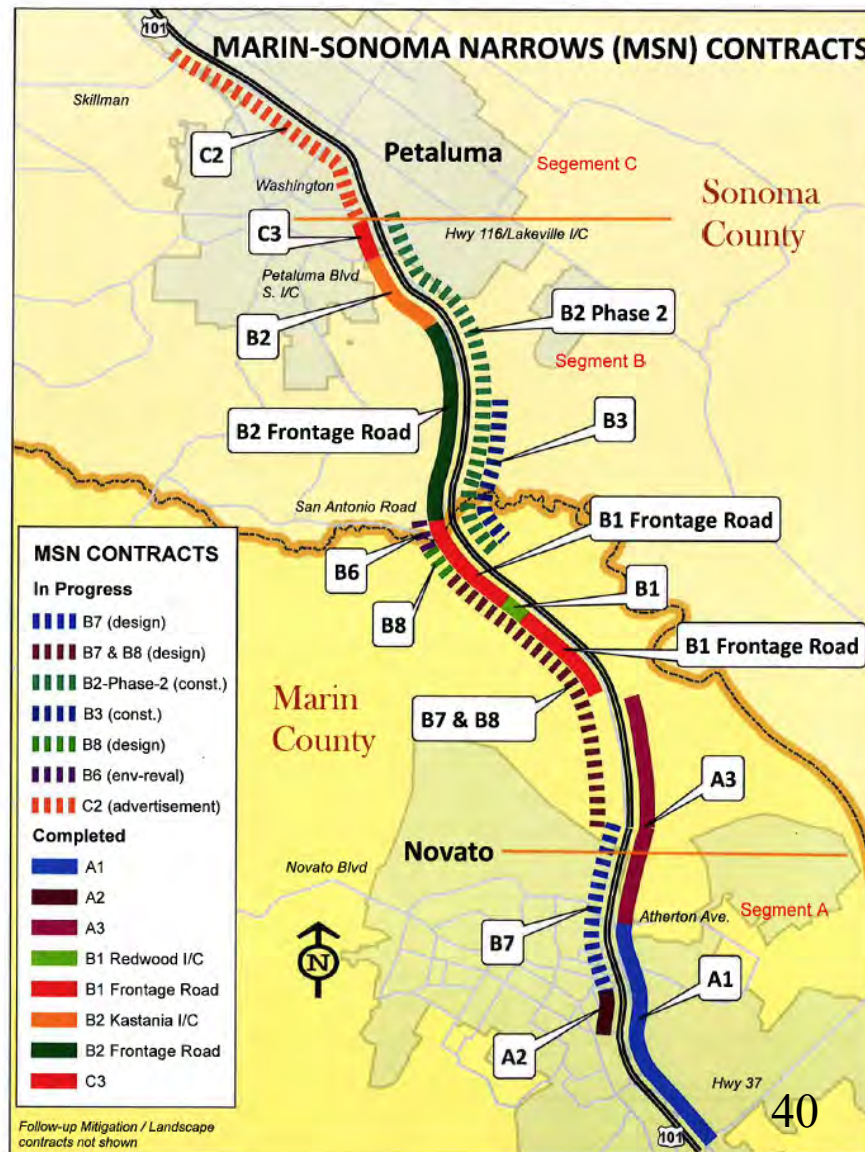
- Northbound US 101 to Eastbound I-580 Direct Connector
- State Route 37
- Improvements to Highway 101 Interchanges



# Hwy 101 - Marin Sonoma Narrows (MSN) 2019-20



# Hwy 101 MSN Project – Roughly 17 miles of improvement, with 16 separate project segments





**MSN Segments A1, A2  
and A3 from Hwy 37  
through parts of  
Novato - Complete**





**MSN Segment B1  
Landfill Interchange  
near Olompali -  
Complete**





## MSN Segment B3





# MSN Segment B3



**MSN Segment B3**  
**Ribbon Cutting – December 11, 2019**



## **MSN Last Remaining HOV Segments Are In Marin**

**In Design Phase for  
Contracts B7 and B8,  
awaiting SB1 and RM3  
funding**





## Contract B7 and B8 Funding Challenges

- Spring 2020 completion of TAM-led design using local and federal funding
- TAM, Caltrans and MTC: High priority project
- \$142 million total project cost, \$130 million needed
- SB1 application to the CTC is due in June 2020
- RM3 still in litigation
- Phasing of the project is undesirable

# Contract B7 and B8 Funding Challenges

## If RM3 is available

Amount (\$ million)	Source
\$12	Local/federal/state, already committed
\$90	RM3, in litigation
\$40	Remaining need. Seeking SB1 Congested Corridor funds in upcoming cycle
\$142	Total

## If RM3 is not available

Amount (\$ million)	Source
\$12	Local/federal/state, already committed
\$130	Remaining need. Some/all could come from SB1 Congested Corridor and other SB1 programs
\$142	Total



# North South Greenway – Central Marin



# North South Greenway Gap Closure Project





# North South Greenway Gap Closure Project

## San Rafael Segment:

Rice to Andersen – Complete

Rice to Second – Construction Spring 2020

## Northern Segment:

MTC Allocated \$10.6M Construction Funding – December 2018

Creek Crossing Path Project Approval Expected January 2020

Construction Begins Spring 2020

Redwood Highway Path following Creek Crossing Path

## Southern Segment:

Environmental Phase Currently On Hold

Some RM2 Funds Redirected to Other Segments

# Class IV Bikeway on the I-580 Sir Francis Drake off Ramp





# Class IV Bikeway on the I-580 Sir Francis Drake off Ramp

## Multi-Agency Project Delivery Partnership

- TAM leading environmental, design and funding construction
- San Rafael provided design oversight and will issue encroachment permit
- Caltrans provided staffing to review and approve pilot project
- BATA will construct project and provide construction oversight

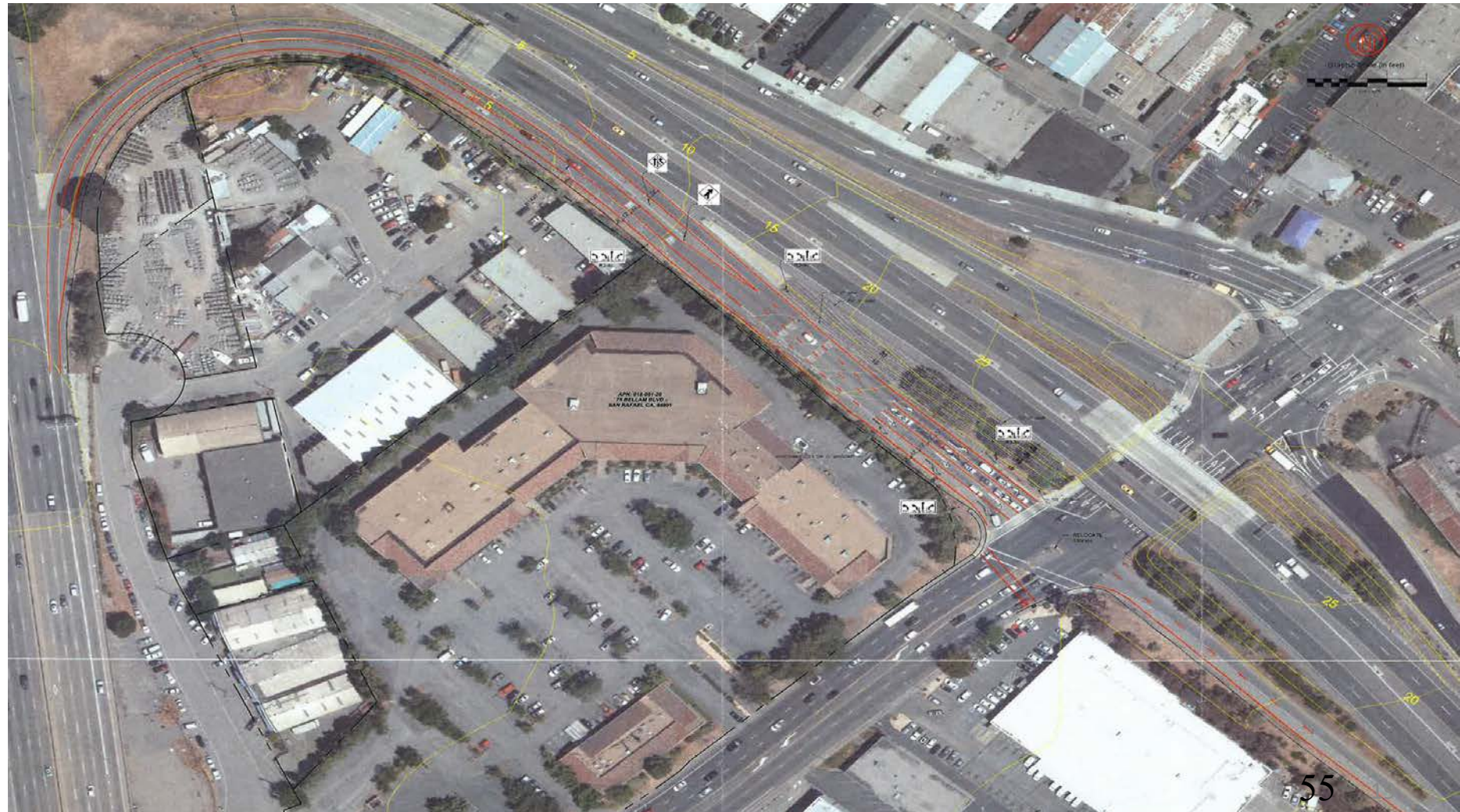


# Class IV Bikeway on the I-580 Sir Francis Drake off Ramp

- Board Approved Construction Funding – November 2019
- Finalized Design with Caltrans Authorization - December 2019
- BATA Leads Construction – Winter/ Spring 2020
- Open for Public Use – Spring 2020

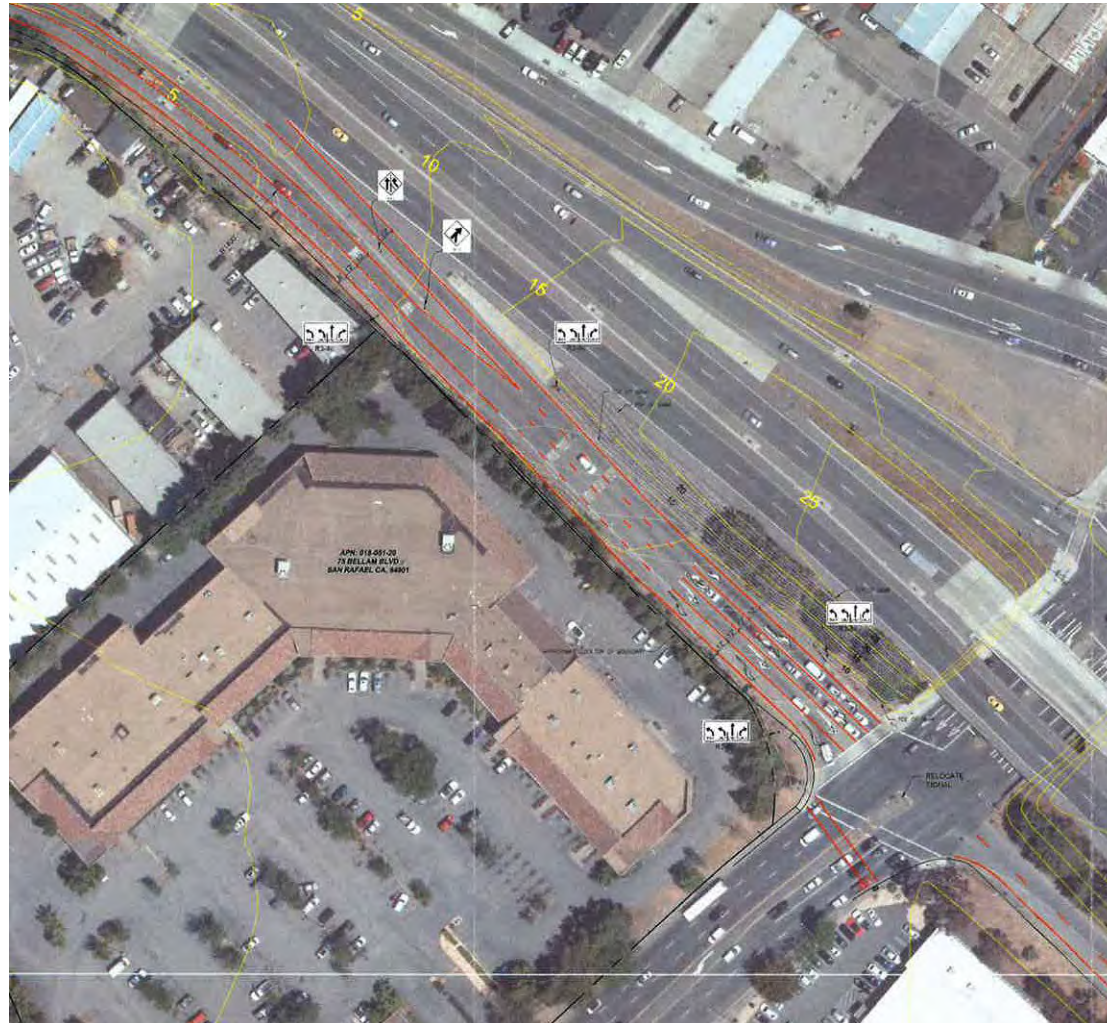


# Bellam Blvd Off-Ramp Improvements





# Additional Right Turn Lane





## Bellam Blvd. Project History

- Preliminary Engineering – Fall 2015
- Board Funding Approval - July 2016
- Approved Environmental Document - July 2018
- Cooperative agreement signed with Marin County – October 2018

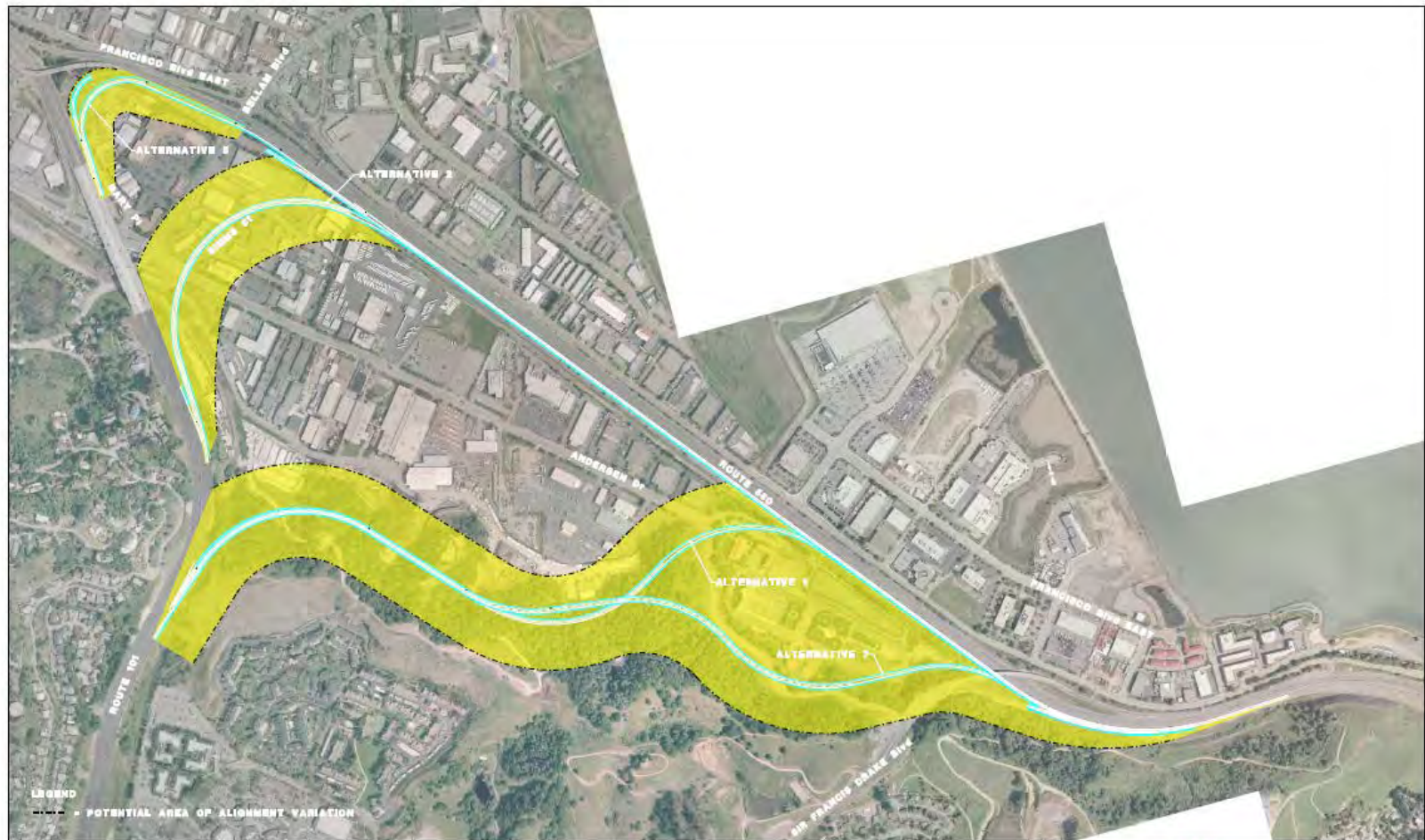


## Bellam Blvd. Recent Developments

- Bay Mud found on Site
- Redesign of Project Retaining Wall and Roadway Section required
- Aerially Deposited Lead plan requires revision
- Project has approximately \$3 million shortfall



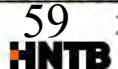
# NB 101 to EB 580 Direct Connector



**PRELIMINARY**  
FOR DISCUSSION ONLY

SCALE 1" = 300'-0"  
FEBRUARY 2017

**PROJECT STUDY AREA**





# Low Speed Option





## Simms Avenue Option





# Hillside Option





## Direct Connector Timeline

- Planning: Begin early 2020, Complete early 2021
- Environmental Document and Alternative Selection: Begin early 2021, Complete late 2022
- Design and Right of Way: Begin early 2023, Complete early 2025
- Construction: Begin early 2025, Complete early 2027



## State Route 37 Update

### 2019 Flooding caused by Levee Failure

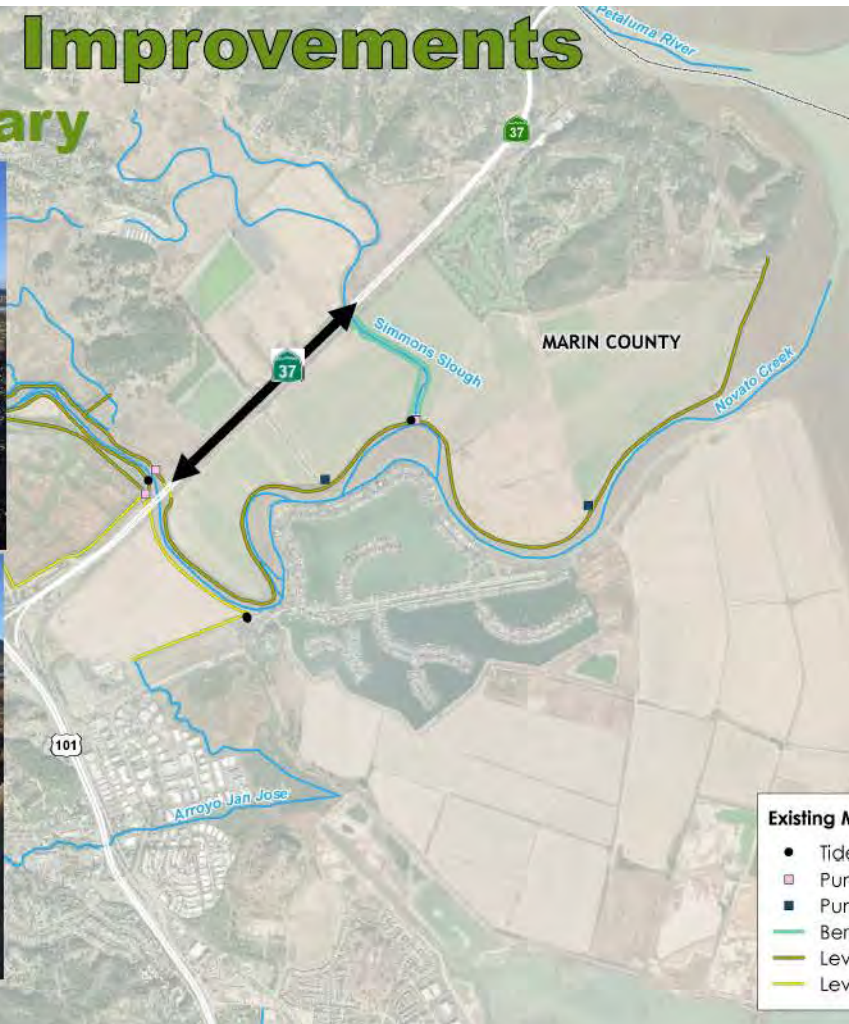




# Completed Improvements 2019 February



Access Road &  
Levee Repair By others



AC Leveling &  
Temporary Floodwall





# Near term improvements Before Winter 2019/20 Planned Construction

Raise Westbound pavement  
up to 1 foot

Install Drainage  
Improvements

## Existing Marin County Flood Control Features

- Tidegate
- Pump Station, District-Owned
- Pump Station, NSD-Owned
- Berm
- Levee, District-Managed
- Levee, Non FC



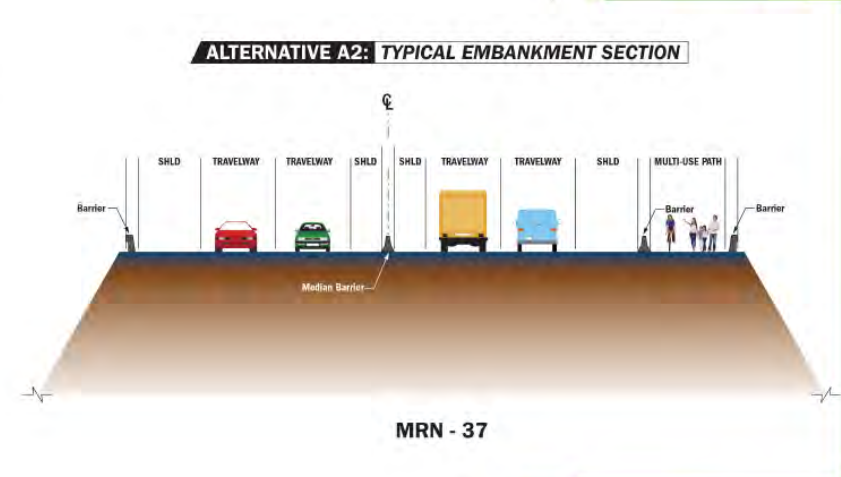
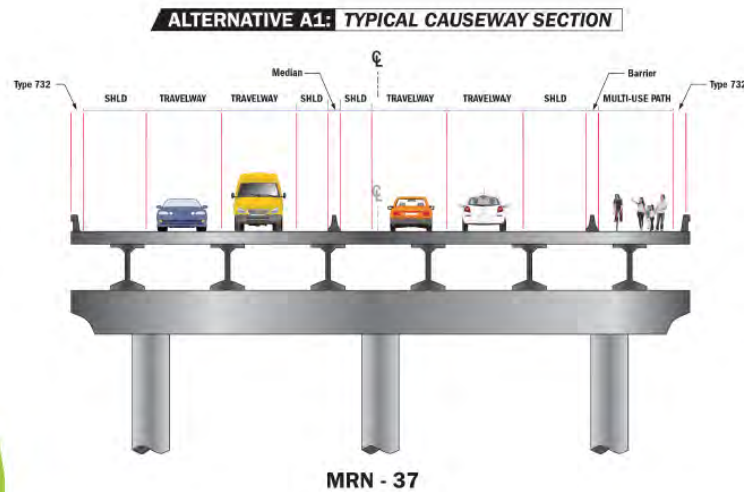
## Near term improvements

### Before Winter 2019/20 Planned Maintenance Efforts



# Caltrans Environmental Clearance Effort in 2020 for Marin Segment

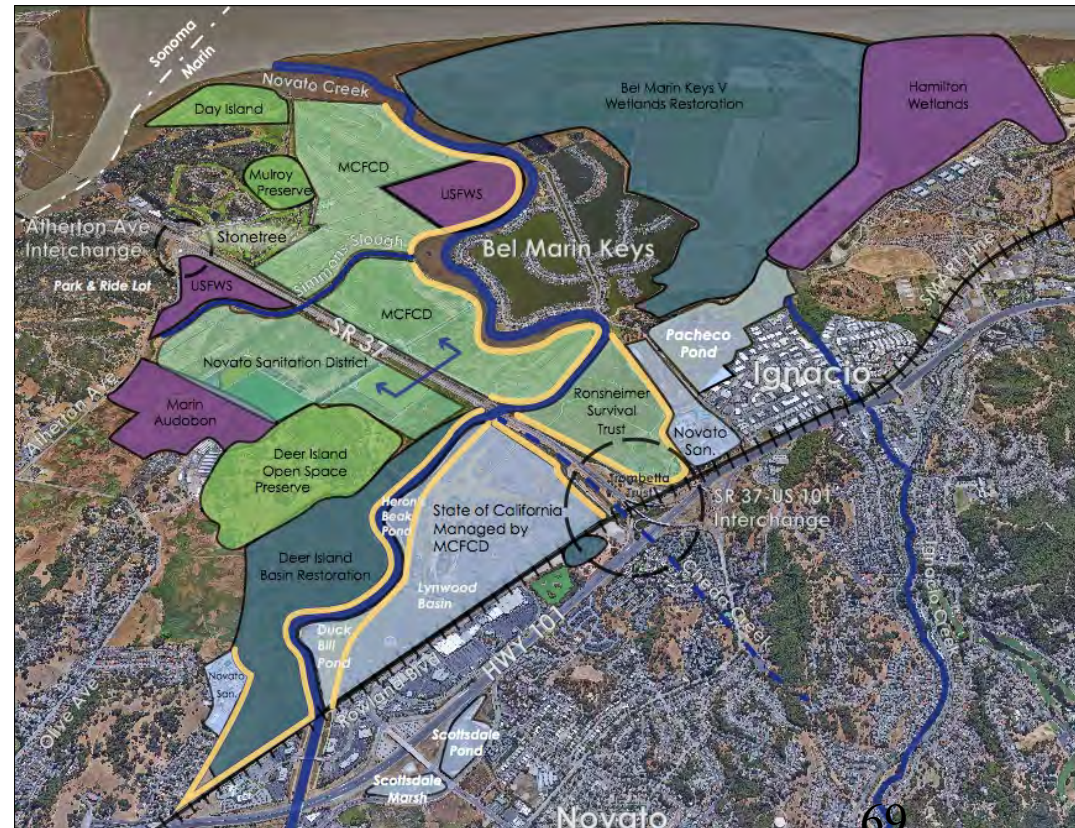
## Segment A1 Ultimate Improvements Two Viable Alternatives



# Marin County SR-37 Adaptation Study

## Study Scope

- Collect previous studies and synthesize contents related to Highway 37 Segment A-1
- Identify additional information needed to identify the “Preferred Approach”
- Provide guidance to Caltrans and MTC regarding Approach Alternatives and priority “Next Steps” to protect the corridor from flooding resulting from high tides, sea level rise, and storm surge





# Measure AA Funded Interchange Studies





# Measure AA Funded Interchange Studies

## Scope:

- Prepare a High-Level Study for Eleven Interchanges on Highway 101
- Evaluate and Propose Operational and Safety Improvements for All Users
- Measure AA Funding as “Seed” Money to Seek Other Funding Opportunities

## Milestones:

- Consultant Recruitment – Fall 2019
- Board Approve Contract – March 2020
- Prepare Study of Existing Conditions, Constraints and Opportunities - 2020/2021
- Evaluate Studies and Select Interchanges for a more in-depth Study (PID)



# Questions?