



**DATE:** April 23, 2020

**TO:** Transportation Authority of Marin Board of Commissioners

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

**SUBJECT:** Highway 101 Interchange and Approaching Roadway Study Professional Service Contract Authorization (Action), Agenda Item No. 6b

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### RECOMMENDATION

The TAM Board authorizes the Executive Director to enter into contract with HNTB for the Highway 101 Interchange and Approaching Roadway Study in an amount not to exceed \$1,875,000. The scope of work includes preparation of up to 12 independent studies of interchanges along the Highway 101 corridor. Funding for this project is provided from the voter approved Measure AA ½-Cent Transportation Sales Tax under Category 1.3 “Improve Highway 101 local interchanges and freeway access routes to reduce congestion, improve local traffic flow, and address flooding impacts throughout the county.”

On March 9, 2020 the Administration, Projects and Planning Executive Committee reviewed the staff recommendation and voted unanimously to refer this item to the TAM Board for approval.

### BACKGROUND

The Highway 101 Interchange and Approaching Roadway Study is a new project that was approved by the voters in Marin as part of the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan. The Expenditure Plan allocates 3% of the revenue from the sales tax, estimated at \$24.8 million over the 30-year period of the Measure, to fund a program of improvements to local road interchanges. The Expenditure Plan states the following:

“Accessing Highway 101 in Marin is a major source of congestion on local roads, which reduces the connectivity of communities across Marin. These funds would be used to attract regional, state, and federal funds for a program of improvements to local road interchanges. These improvements would improve the operation and safety of these interchanges for all users, allowing smoother travel to and from Highway 101 and local roads.

The funds provide seed money to perform the planning, the public outreach, and to develop the scope of improvements needed at these interchanges. The interchange planning would include recommended improvements for all users.”

The funds would address Highway 101 interchanges at a number of locations in Marin as listed below:

- Alexander Avenue
- Sausalito / Marin City
- Tiburon Blvd / East Blithedale
- Paradise Drive/Tamalpais Drive
- Sir Francis Drake Blvd

- San Rafael Onramp at 2nd Street and Heatherton Avenue
- Merrydale Road/North San Pedro Road
- Manuel T Freitas Parkway
- Lucas Valley/Smith Ranch Road
- Ignacio Blvd
- San Marin Drive/Atherton Avenue

## DISCUSSION

### Study Approach and Initial Schedule

The overall approach to begin the study program is to identify operational and safety improvements for all users of an interchange and approaching roadways including adjacent intersections. Many of the Highway 101 interchanges were built many years ago when Marin's traffic was much different than in recent years and are considered to have numerous non-standard features as compared to current design practices. They were also built during an era that was auto centric and did not accommodate or equally consider other users such as pedestrians and cyclists.

Staff is proposing a multi-step process to understand and document the existing conditions of the interchanges and approaching roadways and identify deficiencies that contribute to congestion and impact mobility and safety. As the first step, staff is proposing to initiate an in-depth study of each interchange and to prepare an independent report that will recommend a series of actions to address the identified needs.

The following will be the steps taken in this initial scope of work:

- Identify and Establish Program Goals and Objectives
- Develop Evaluation Criteria & Performance Metrics
- Conduct Focused Stakeholder Engagement
- Perform Cost-Effective Data Collection & Review of Existing Reports and Studies
- Perform Traffic Assessment & Forecasts
- Identify Deficiencies, Constraints and Opportunities
- Prepare Planning Level Cost Estimates and Cost-Benefit Analysis
- Determine Sea Level Rise Susceptibility and Adaptive Capacity
- Prepare Interchange Study Report (for up to 12 Interchanges)
- Prepare a Prioritization and Implementation Plan
- Identify and Pursue Funding Opportunities

Preparation of the study including all 12 interchanges is estimated to take 24 months. At the conclusion of the study process we will present our findings to the Board. Based on the contents of the implementation plan, recommendations will be made to advance the identified improvements to the next stage of the project development process. This may include advancing a smaller scope of work into the environmental and design phase or working with our partners to pursue alternative means of delivery. Note that staff has scoped the preparation of up to 12 interchanges versus the 11 that were identified in the expenditure plan to allow the flexibility of moving forward should other needs be identified.

For improvements that are on the State Highway System (SHS), TAM will need to follow the California Department of Transportation's (Caltrans') Project Development Procedures. Larger scale improvements on the SHS would require the preparation of a Caltrans Compliant Project Initiation Document (PID) also referred to as a Report Study Report (RSR). Preparation of a PID will be authorized through a future task order when more information is known.

TAM staff will work collaboratively with staff from member agencies, including the Public Works Departments and Community Development Departments of the local jurisdictions, as well as Golden Gate Bridge Highway and Transportation District (GGBHTD), Marin Transit, and Caltrans. We will also engage interested stake holders throughout the communities where the interchanges are located. We envision a web-based survey to engage the public and solicit input and will host a small-scale workshop in Southern Marin, Central Marin and Northern Marin as the studies are being developed.

### **Consultant Recruitment Process**

To assist TAM in developing this program, staff conducted a recruitment process to attract a consulting team experienced in areas such as structural engineering, highway design, local roadway design, traffic engineering, traffic modeling, environmental analysis and public outreach.

TAM released a Request for Proposals (RFP) on November 21, 2019 and received a total of five proposals on December 20, 2019. A selection panel consisting of representatives from TAM, Caltrans and a local Public Works Department was formed to evaluate all qualified proposals. Interviews were conducted on January 22, 2020. The consulting team lead by HNTB was determined to be the most qualified firm based on the evaluation criteria used. TAM and HNTB have since worked together to refine the scope of work and also agreed on a fee for the service.

The recruitment process also contemplated pursuing preparation of up to three PID's to allow TAM and the consulting team to begin future project development procedures for projects on the SHS. A future action by the Board will be required prior to proceeding with this phase.

### **FISCAL IMPACTS**

Funding for the Interchange Study Program is available from the Measure AA ½-Cent Transportation Sales Tax. 3% of the revenue from the sales tax is allocated to Category 1.3 to Enhance Interchanges on Highway 101 and the approaching roadways. Annual available funding for Category 1.3 is estimated to be about \$825,000. The FY2019-20 TAM Annual Budget includes \$350,000 for this work, which staff believes is enough to cover this year's work and no budget amendment is needed.

### **NEXT STEPS**

Upon approval of the TAM Board, staff will execute a contract with HNTB and initiate the Study Program.

### **ATTACHMENTS**

None

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