



DATE: May 11, 2020

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

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

SUBJECT: Authorize Contract Amendment with Moffatt & Nichol (Action), Agenda Item No. 6

RECOMMENDATION

The Administration, Projects & Planning (APP) Executive Committee review staff's recommendation and recommend the TAM Board to authorize the Executive Director to (1) execute a contract amendment with the consulting engineering firm Moffatt & Nichol in the amount of \$375,000 to provide final design service for the North-South Greenway Multi-Use Path (Northern Segment), and (2) extend the term of the contract to December 31, 2020.

BACKGROUND

Staff and TAM's consulting team have worked closely with California Department of Transportation (Caltrans) and the City of Larkspur staff to advance the North-South Greenway Gap Closure Project that includes widening of the Northbound US 101 off-ramp structure over Corte Madera Creek, closing the existing gap between the Central Marin Ferry Connector Path and the existing Greenbrae Pedestrian Overcrossing on Old Redwood Highway (referred to as the northern segment). TAM is the project sponsor and completed the California Environmental Quality Act (CEQA) environmental analysis in July 2016. Since then we have been working on the final design and preparation of construction documents.

Staff assessed the scope of the northern segment and concluded it would be more efficient to develop the project and implement it in two phases, since one portion of the path is within the Caltrans' right-of-way and the other portion is along Old Redwood Highway which is solely within City of Larkspur's right-of-way. This way Caltrans can administer the construction of the portion it will take ownership of and Larkspur can administer the construction of the portion it will take ownership of.

DISCUSSION/ANALYSIS

Staff has focused our initial efforts on the more complicated and challenging portion of the north segment which crosses Corte Madera Creek. Gaining approvals from the state has been very difficult due to the environmental setting and the structural complexities that are associated with retrofitting an existing structure. The level of effort has greatly exceeded the original scope of work developed by staff and our consulting team. Staff and our consultant developed an environmental and design schedule when we first entered into contract on December 31, 2014. The team did not anticipate a process that would exceed five years of project development.

The multitude of challenges have been addressed during the project development process and we are pleased to inform the APP Executive Committee that the north segment of the project is concluding final design procedures in preparation of entering the construction bidding phase. Construction and construction management will be led by Caltrans.

TAM staff has been tracking the items that were not considered necessary as originally scoped. Some of these items have been addressed during previous contract amendments and staff is requesting the additional amendment to cover all the remaining necessary work items. A few of the items are listed below:

- Extreme length of review and approval period.
- Exceptionally late review comments on PS&E that impacted delivery.
- Additional work needed due to multiple changes to the design and project specifications required by Caltrans review team.
- Preparation of documents normally prepared by Caltrans to accelerate project delivery
- Multi updates of the construction cost estimates due to design modifications required

With all our efforts either completed or underway, the PS&E is being packaged by TAM and Caltrans to be released for construction bidding over the next few months.

FISCAL CONSIDERATION

The Board has previously approved a Cooperative Funding Agreement with Caltrans in the amount of \$10,264,000 (\$8,164,000 for construction and \$2,100,000 for construction management). Construction funding is from Regional Measure 2 (RM2) provided by the Metropolitan Transportation Commission (MTC) and a Transportation Fund for Clean Air (TFCA) grant from Bay Area Air Quality Management District (BAAQMD). Staff still believes this to be a reasonable estimate for construction costs.

On June 28, 2018, the Board programmed \$1,000,000 in Measure A interest funds to augment the RM2 funds used for design. A previous amendment in the amount of \$400,000 was executed with Moffatt & Nichol, the design consultant. Should the Board approve this request in the amount of \$375,000, the Moffatt & Nichol contract will be increased to a “not to exceed” amount of \$3,420,000. No budget amendment is necessary.

It should be noted the remaining amount of the programmed funds (\$225,000) will be available to finalize the Old Redwood Highway PS&E as well as updating the CEQA studies, preparation of National Environmental Policy Act (NEPA) studies and providing a constructability review. This request will be brought to the APP Executive Committee and the Board for review and approval in a future meeting.

NEXT STEPS

Staff will work with Caltrans and TAM’s consulting team to get the project ready for bid. It is unclear as to what the current bid environment is. The estimated construction cost is \$8,164,000 which is within the available budget. Should bid results be favorable, and within budget, Caltrans could begin construction later this summer.

ATTACHMENTS

None