



DATE: January 28, 2021

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Amendment to Professional Service Contract with Kimley-Horn & Associates, Inc. for the Northbound 101 to Eastbound 580 Direct Connector Project (Action), Agenda Item No. 7c

RECOMMENDATION

Authorize the Executive Director to execute Amendment 1 of Contract C-FY20-01 with Kimley-Horn & Associates, Inc. for additional scope and funds for Preliminary Engineering and Environmental Services for the Northbound (NB) 101 to Eastbound (EB) 580 Direct Connector Project. Not to exceed amount to be increased by \$600,000 to a total of \$6,500,000. Funding to be allocated from the Measure AA ½-Cent Transportation Sales Tax.

BACKGROUND

TAM, in cooperation with Caltrans and the Cities of San Rafael and Larkspur, proposes to construct a direct highway connection from NB 101 to EB 580 and improve bicycle/pedestrian connections along Bellam Boulevard in San Rafael. Currently, there is no direct highway connection and drivers utilize local streets to access EB I-580 from NB 101.

Over the past several years, TAM has developed seven preliminary alternative alignments for a permanent connector. Costs of the alternatives range from \$105M to over \$400M and have a varying degree of impacts and right of way needs. TAM successfully lobbied to have \$135M dedicated to the project as part of the voter approved Regional Measure 3 (RM3) to be administered by the Metropolitan Transportation Commission (MTC). In November 2018, Marin County voters passed the Measure AA ½-Cent Transportation sales tax with 2% of the sales tax to be dedicated to accelerate the completion of the project, including the development of local enhancements to reduce local impacts and enhance the facility for all users. This local commitment has allowed the project to move forward while the RM3 funds have been delayed pending legal action.

In July 2019, the TAM board authorized the award of a contract with Kimley-Horn & Associates, Inc (KHA) to develop preliminary engineering, outreach, environmental studies/approval and various required approval reports for the project for a not to exceed amount of \$5,900,000. Since that time, TAM staff has determined that additional budget is required to address new or expanded scope including additional traffic studies to assess a third lane on the Richmond-San Rafael Bridge, expanded public outreach, a more detailed equity analysis and additional engineering to expand the development of alternatives.

DISCUSSION/ANALYSIS

The Direct Connector project is currently in the preliminary planning phase to assess, develop and obtain agency and community input for initial alternatives. This information will be used to further advance the

project to prepare a Project Initiation Document (PID) with oversight from California Department of Transportation (Caltrans), followed by environmental studies and the preparation of an environmental document. The target date for completion of the PID is 2022 and the environmental document is currently targeted for 2024.

Since July 2019, Kimley-Horn & Associates, Inc. has further developed and refined preliminary alternatives to present to various project committees (Ad Hoc, Executive Steering, Technical Advisory Committee and Stakeholder Working Group) and community groups for comment and discussion, with the goal to reduce the number of alternatives to study in the environmental phase. Based on these efforts and feedback received to date, additional outreach is needed in order to fully assess preliminary alternatives and determine which alternatives should be further analyzed in the environmental phase. In addition, it became apparent that an Executive Steering Committee would be required to help guide the process and has been added to the scope. Also, since the start of the COVID-19 pandemic, the project team had to alter its outreach approach in order to effectively engage the public via remote methods requiring additional effort of the consultant team.

The original contract scope included the development of four alternatives to a higher level of engineering analysis, however, further advancement of all current alternatives in the preliminary planning phase has been necessary to this point, in order to provide adequate details to the various project committees and community groups. In addition, the team is considering whether changes to certain alternatives are feasible in response to feedback received so far.

The project team has received many comments regarding equity issues and how the project will address them, particularly impacts to the Canal Area of San Rafael. Additional work is needed to perform an equity analysis for the various alternatives including reviewing census data, evaluating impacts to disadvantaged communities, preparing presentations and meeting materials, and developing a specific outreach plan to better engage disadvantaged communities in the process.

Also, TAM desires additional traffic analysis and geometry assessment of a potential third west bound lane on the Richmond-San Rafael Bridge including evaluating options to improve ramps at Main Street and Sir Francis Drake Boulevard. This work was not included in the original scope of work.

Based on the above described additional effort required for the project, staff recommends increasing the budget of the contract with Kimley-Horn & Associates, Inc. by \$600,000, to a total not to exceed amount of \$6,500,000.

FISCAL CONSIDERATION

The recommended contract amendment requires no change to the FY2020-21 TAM Annual Budget as this Project spans many years and there is sufficient budget authority for the current fiscal year.

NEXT STEPS

TAM staff will continue to work with the consulting team to advance several of the alternatives while considering the needs of a variety of stakeholders. The Caltrans Project Study Report - Project Development Support (the expected PID document) process is expected to begin this summer.

ATTACHMENTS

None