

February 25, 2021

TO: Transportation Authority of Marin Board of Commissioners
FROM: Anne Richman, Executive Director
RE: Executive Director's Report (Discussion), Agenda Item No. 4

Local

Marin-Sonoma Bike Share Pilot Program Survey



TAM, the Sonoma County Transportation Authority (SCTA) and Bolt Mobility (bikeshare vendor that acquired Gotcha Mobility, founded by Olympic world record sprinter Usain Bolt) are seeking input via an online survey to help identify bike share parking locations. The Marin-Sonoma bike share pilot program will include 300 electric bikes near SMART stations. TAM and SCTA are circulating the survey to partners and community members via email and social media, starting this week. We ask that our board members, community members and partners also share this [short survey](#) to help us determine where bike share hubs should be placed.

The survey will be open through **Friday, March 19, 2021** but early feedback is encouraged. Input from the survey will be used in addition to technical analysis to determine locations for the initial system roll out and potential future phases.

This pilot is funded by an \$826,000 grant from the Metropolitan Transportation Commission to provide bike sharing at and around SMART stations in the cities of Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, and Larkspur. More information can also be found at: www.tam.ca.gov/bikeshare.

US-101 Interchange Study Survey

Staff continues to advance studies for the twelve interchanges along Highway 101. We are currently documenting existing conditions and collecting traffic, transit, bicycle, and pedestrian usage data to be used to develop potential improvements to the interchange(s) and approaching roadways. As part of this effort, staff is preparing a survey to be released in mid-March that will request feedback from the public on issues they encounter when using the interchange(s). This will help the design engineers understand how the interchanges are being used to access the highway, traverse



across the overcrossing or access transit services. The online survey link will be posted on our website, included in the TAM Traveler, and a request will be made to Cities, Towns and Transit Agencies to include the survey link in their newsletters to encourage public participation and feedback.

Free Transit to Vaccination Sites



Marin Transit, Golden Gate Transit and SMART will provide free transit service to/from vaccination sites for community members with appointments. Riders may be asked to show their vaccination appointment registration. A new drive-through clinic is now operating at the Larkspur Landing ferry terminal and began a “soft launch” on Sunday, February 21. The site is expected to provide 200 COVID-19 vaccinations per day the first week of operations. Marin Transit will offer a shuttle to and from the Larkspur SMART station to the Ferry Terminal vaccine site for those with

mobility issues. Those who prefer to walk from the station are permitted to access the site on foot. The new vaccine site can also accommodate paratransit vehicles.

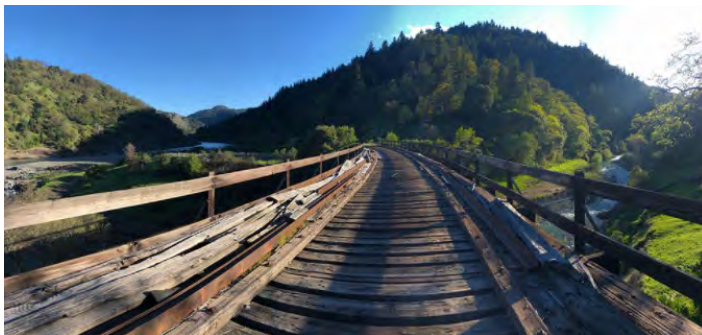
Caltrans Monthly Report

Attached for the Board's review and comment is the Caltrans monthly project and activity report for Marin County. Should there be any specific questions that staff is unable to address, staff will seek clarification from Caltrans and report back accordingly.



Regional

Great Redwood Trail Open House



State Senator Mike McGuire held a town hall meeting on Thursday February 8 to discuss planning for the Great Redwood Trail stretching from the San Francisco Bay to Humboldt Bay. The bike and pedestrian trail will be overseen by the North Coast Railroad Authority in Marin and Sonoma Counties and a Master Plan effort is being initiated kickstart planning for the trail.

State

Active Transportation Program (ATP) Cycle 5 Update



On March 26, 2020, the Cycle 5 Active Transportation Program was initiated including a statewide California Transportation Commission (CTC) call for projects with approximately \$220 million available, along with a regional Metropolitan Transportation Commission (MTC) call for projects with \$37 million available for programming. The program encourages increased use of active modes, with programming years to include fiscal years 21/22, 22/23, 23/24 and 24/25.

As in past cycles, TAM staff reached out to the local jurisdictions in Marin to identify if any agencies would need support for the development of their applications. Three agencies sought this support which included City of Novato, City of San Rafael, and the Town of Corte Madera. Applications submitted by the September 15 deadline for Marin projects were:

Sponsor	Project Title	ATP Request	Total Cost	CTC Score
Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$1,326,000	\$1,996,000	82
MTC/BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	\$4,302,000	\$5,612,000	79
Novato	San Marin High School Area Multimodal Access Project	\$1,432,000	\$1,743,000	59
San Rafael	San Rafael Canal Crossing Project (PA&ED)	\$1,575,000	\$22,127,000	83
Tiburon	Trestle Glen Boulevard Class II Bikeway	\$3,113,000	\$3,518,000	60

On February 8, 2021, CTC staff announced projects being recommended for the Statewide component of funding available under the ATP Program, available on the [CTC website](#). Unfortunately, the five applications for projects in Marin were not selected for funding by CTC staff.

Projects not funded in the Statewide component will be considered by MTC under the ATP Regional Program. MTC plans to announce regional funding recommendations on March 31, 2021. TAM staff will share these recommendations with the TAM Board after they become available.

Below are some notable statistics from the CTC staff recommendations:

- A total of 41 applications were recommended for funding by the state out of 454 applications (9%)
- Only five projects from the Bay Area (Caltrans District 4) were recommended, with a focus on projects located in disadvantaged communities:
 - Oakland – 7th Street Connection Project
 - Fairfield – West Texas Street Complete Streets Project
 - Contra Costa County – North Bailey Road Active Transportation Corridor
 - Santa Clara County – Active and Safe Routes to a Healthier City
 - Oakland – East Oakland Neighborhood Bike Routes
- The lowest score for a CTC recommended project was 92.
- A total of 60 projects in District 4 will now be considered by MTC for funding.

Caltrans Planning Grant Applications



In February local agencies submitted planning grant applications to Caltrans as part of their annual planning grant cycle from SB1 funds. TAM is coordinating with local and regional agencies in the support of 3 grant applications this cycle including the following:

- County Parks with Golden Gate Parks Conservancy – Sea Level Rise planning in Bothin Marsh Area
- MTC – Freeway Pricing study (“all lane tolling” feasibility & outreach)
- MTC – Vision Zero technical assistance for local jurisdictions, and regional safety data and campaigns

Awards are expected to be announced in June 2021.

State Releases Draft Climate Action Plan for Transportation Infrastructure

In September of 2019, Governor Newsom issued EO N-19-19, directing state transportation agencies to leverage transportation funding to help meet state climate goals. This month, CalSTA has released a draft Climate Action Plan for Transportation Infrastructure (CAPTI), highlighting a suite of proposed changes to state transportation planning, programming, and mitigation to support GHG reductions from the transportation sector. This draft document details proposed changes to certain state funding sources, such as the SHOPP, the active transportation program, and other funding available to Marin County transportation projects. Staff is working with the Self Help Counties Coalition and other coalitions to review the draft, and a final plan is expected by Summer of 2021.



Federal

H.R. 133: Coronavirus Response and Relief Appropriations Act of 2021 (CRRSAA)



Signed into law on December 27, 2020, CRRSAA is a \$2.3 trillion spending bill that combines \$900 billion in stimulus relief for the COVID-19 pandemic and prevents a government shutdown. CRRSAA is intended to supplement funding provided by the \$2.2 billion CARES Act that was enacted in March 2020.

Transit: The bill provides \$14 billion in supplemental funding to public transit to offset the massive drop in revenue resulting from the pandemic. This will provide about \$982 million to the Bay Area to assist the region's transit

operators.

When approving the final distribution of CARES Act funding, MTC directed staff to apply a “true-up” of the CARES funding distribution to any future allocation of federal dollars for pandemic relief, that would

compensate operators that received less CARES funding than they should have due to inaccurate revenue loss forecasts. On January 27, 2021, MTC approved programming a portion of the CRRSAA funds to complete the CARES funding true-up, with amounts shown below:

Agency	True-Up Allocation
BART	\$103,717,002
Caltrain	\$6,936,627
GGBHTD	\$20,319,959
SFMTA	\$43,750,147
WETA	\$4,877,943
TOTAL	\$179,601,678
Remaining for 2nd Distribution:	\$802,669,615

MTC staff intends to bring a proposal for the distribution of the remaining CRRSAA funding to the Commission for consideration in March 2021.

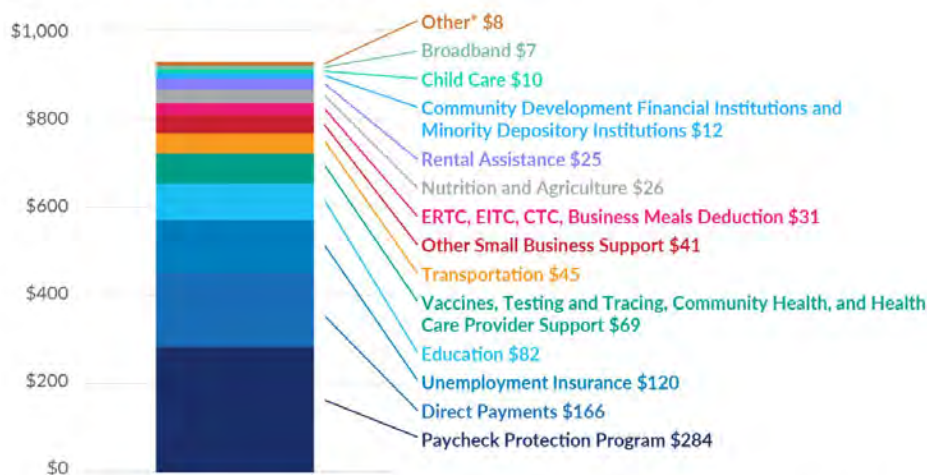
Highways: California is estimated to receive approximately \$912 million from CRRSSAA for highway programs; the details for the distribution of this funding are being considered by the California Transportation Commission (CTC). On February 9, 2021, CTC staff held a statewide workshop to discuss the funds and how they would be made available. Most of the regions, including MTC, want the funds to be sub-allocated because more funds would trickle down to the Bay Area and would have fewer administrative requirements. Using existing sub-allocation distribution, the state would get 60% and the regions would get 40%. MTC estimates about \$70 million would come to the Bay Area under the sub-allocation process.

However, CTC staff thinks that legislatively the funds may need to be processed through the State Transportation Improvement Program (STIP), resulting in less funds for the regions. Under the STIP process, the funds would also need to be processed through the CTC. MTC estimates about \$40 million would come to the Bay Area under the STIP process.

CTC staff has indicated that a proposal will likely be presented to the CTC at their March 24 meeting.

What's in the second round of coronavirus-related relief?

Topline summary of relief in billions of dollars



*Other includes extension of CARES Act above-the-line charitable deduction and employer-paid student loan exclusion; Families First Paid Leave; Tax Credit extension.
Source: COVID-19 Emergency Relief Package - Topline Summary of New Agreement and Joint Committee on Taxation, Estimated Budget Effects of the Revenue Provisions Contained in Rules Committee Print 116-68, The "Consolidated Appropriations Act, 2021"

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PROJECTS IN INITIATION PHASE (Active PIDs).

Storm Damage (Permanent Restoration); MRN-1 PM 5.2; On Route 1, near Muir Beach (EA: 04-3AA50)

Scope: Install sheet pile with anchors and repair roadway.

Cost Estimate: \$1.5M (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

Storm Damage (Permanent Restoration); MRN-131 PM 2.0; On Route 131, in Tiburon, at about 350 feet Northwest of Stewart Drive (EA: 04-3AA90)

Scope: Install sheet pile/soldier pile retaining wall and repair roadway.

Cost Estimate: \$2.4M (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

Rehabilitate Pavement (CAPM); MRN-101 PM 8.0/15.3; On Route 101; from Nellen Avenue Undercrossing to Miller Creek Bridge (EA: 04-4AC70)

Scope: Overlay Pavement, upgrade curb ramps, add/replace guardrails and improve drainage.

Cost Estimate: \$19.9M (Construction Capital)

Schedule: Start Construction: Spring 2024
End Construction: Spring 2025

Stormwater Trash Capture; MRN-101/131/580 PM 0.9/10.8, 0.0/4.1, 4.1/4.7; On Routes 101, 131, and 580; at various locations (EA: 04-0W100)

Scope: Agreements for funding contribution to local projects in Marin County within significant trash generation areas.

Cost Estimate: \$4.0 (Construction Capital)

Schedule: Start Construction: Spring 2025 and TBD
End Construction: TBD

Install Barrier; MRN-1/101/131/580 PM var; On Routes 1, 101, 131, and 580; at various locations (EA: 04-3J260)

Scope: Install Outer Separation Concrete Barrier (Type 60).

Cost Estimate: \$2.5M (Construction Capital)

Schedule: Start Construction: Spring 2021
End Construction: Fall 2021

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PROJECTS IN ENVIRONMENTAL PHASE

Rehabilitate Pavement (CAPM); MRN-131 PM 0.0/4.4; On Route 131 (Tiburon Blvd.) from US 101/131 interchange to Main Street (EA: 04-1Q230)

Scope: Overlay Pavement, upgrade curb ramps, add/replace guardrails, improve drainage and construct bike/pedestrian improvements (complete street elements).

Cost Estimate: \$11M (Construction Capital)

Schedule: Start Construction: Summer 2024
End Construction: Summer 2025

Caltrans hosted a virtual stakeholder meeting to share information and seek input on complete street elements on June 24, 2020,

Address Seismic Deficiencies and Upgrade Pedestrian Infrastructure; MRN-101 PM 7.4/18.8; On Route 101 at Tamalpais Overcrossing (EA: 04-4J860)

Scope: Install cable restrainer at bridge abutments to improve seismic resistance, and upgrade Pedestrian Overcrossing (POC) to meet ADA standards.

Cost Estimate: \$18M (Construction Capital)

Schedule: Start Construction: Fall 2024
End Construction: Fall 2025

The Project Initiation Document (PID) included several alternatives, but only one alternative is currently funded. The project will require coordination with local partners to select an alternative and may require funding arrangements if a more costly alternative is chosen.

Rehabilitate Bridge; MRN-37 PM 14.5; Petaluma River Bridge (EA: 04-2Q500)

Scope: Resurface bridge deck, replace bridge fender system, mitigate bridge scour, and upgrade bridge railings.

Cost Estimate: \$32M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Fall 2026

This project will be coordinated with EA: 04-4Q320 (reconstruct SR 37 project)

Drainage System Restoration; MRN-1 PM 13.1/44.9; On Route 1 from 0.7 mile north of Stinson Beach to 0.5 mile north of Walker Creek (EA: 04-2Q530)

Scope: Replace 29 deteriorated drainage culverts within the project limits, replace headwalls, and install drainage inlets.

Cost Estimate: \$6.5M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2027

Repair/Replace Culverts; MRN-1 PM 13.05/45.1; On Route 1 at various locations from 0.2 miles north of Calle del Arroyo to 0.2 miles south of Tomales-Petaluma Road. (EA: 04-3A250)

Scope: Repair/Replace 21 damaged/deteriorated cross culverts within the project limits, replace headwalls, and install drainage inlets.

Cost Estimate: \$3.6M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2027

PM: Post Mile
PSE: Plans, Specifications, and Estimate
EA: Project Expense Authorization Number

Report Prepared by Caltrans District 4 Office of Project Management
February 22, 2021

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Upgrade and Replace Existing Bridge Railing Systems (Coyote Creek Bridge-# 27-0018, Eskoot Creek Bridge-#27-0077, Olema Creek Bridges-#27-0020 & #27-0021); MRN-1 PM 7.4/18.8; On Route 1 at various locations (EA: 04-0P960)

Scope: Upgrade/replace the bridge railings systems to meet the current standard on four bridges along Route 1.

Cost Estimate: \$8.1M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Fall 2026

Replace Culvert; MRN-1 PM 40.3/40.3; On Route 1 near Marshall at 0.10 mile south of Clark Road (EA: 04-2J510)

Scope: Replace existing 66-inch diameter culvert and rebuild slope.

Cost Estimate: \$2.3M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2027

Rehabilitate Pavement (CAPM); MRN-37 PM R11.2/14.6; On Route 37 from Route 101/37 Interchange to Petaluma River Bridge. (EA: 04-2K740)

Scope: Overlay pavement with asphalt concrete and mitigate roadway settlement at post mile (PM) 13.04.

Cost Estimate: \$19 M (Construction Capital)

Schedule: Start Construction: Spring 2025
End Construction: Spring 2026

This project will be coordinated with EA: 04-4Q320 (reconstruct SR 37 project)

San Antonio Creek Bridge Scour Mitigation; MRN/SON-101 PM 0.0; On Route 101, near City of Petaluma, at Sonoma/Marin County line (EA: 04-3J080)

Scope: Mitigate scour and preserve the structural integrity of the northbound San Antonio Creek Bridge and mitigated scour at southbound San Antonio Creek bridge abutment left in place by the MSN B3 project. The project will also minimize the flooding potential at the site by clearing drainage ditches of silt.

Cost Estimate: \$997K (Construction Capital)

Schedule: Start Construction: Summer 2023
End Construction: Winter 2023

The northbound San Antonio Creek Bridge will be relinquished to the County upon completion of the scour mitigation and other repairs. This project will also replace the rock-lined ditch with a concrete-lined ditch at San Antonio Bridge on US 101 (constructed by EA 04-26409).

Reconstruct SR 37; MRN-37 PM 11.2/13.7; On Route 37 from US 101 to Atherton Avenue (EA: 04-4Q320).

Scope: Reconstruct State Route 37 to address Sea Level Rise (SLR) and recurring flooding while including Complete Streets features to address multi-modal bicycle and pedestrian use (EA 04-4Q320 - long lead project).

Cost Estimate: \$10.0M (Environmental Clearance Only)

Schedule: Env. Clearance: Spring 2023
Start Construction: TBD
End Construction: TBD

This is a long lead project that is only funded for the environmental phase (PA&ED). Work on this project will be coordinated with EAs 04-2Q500 and 04-2K740.

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PROJECTS IN DESIGN PHASE

Marin 1 Capital Preventive Maintenance Project (CAPM); MRN-1 PM 22.8/31.2 & 45.0/50.5; On Route 1 near Point Reyes Station & Olema, from Olema Creek to north of Cypress Road & on Route 1 near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (EA: 04-1J960)

Scope: Overlay pavement and shoulders with asphalt concrete (HMA-A), upgrade existing guardrails and crash cushions, and improve drainage.

Cost Estimate: \$24.4 M (Construction Capital)

Schedule: Start Construction: Spring 2023
End Construction: Fall 2024

The environmental phase (PA&ED) was completed on August 25, 2020. Public outreach informational meetings were held on April 2, 2019, and March 11, 2020. The project will include Safe Route to School (SR2S) improvements in partnership with TAM and the County of Marin. The scope of work for the SR2S will be determined and coordinated with the County. A funding agreement with TAM is needed for the SR2S work.

Marin-Sonoma Narrows Contract B6 – Replace Bridge; MRN/SON -101 PM MRN-101 27.0/27.6 & SON-101 0.0/0.3; On San Antonio Road (local road) near Petaluma, 0.6 miles north of Route 101 (EA: 04-2640S)

Scope: Construct a two-lane bridge.

Cost Estimate: \$13.2M (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

The project is on hold due to funding shortfalls in all its components. An additional \$8.0M is needed to fully fund the project, and project partners are looking for funding. Caltrans is the lead agency for this project. The County has held two public information meetings on this project.

Lagunitas Creek Bridge; MRN-1 PM 28.51; On Route 1 near Point Reyes Station, at Lagunitas Creek (EA: 04-0G642)

Scope: Replace existing bridge.

Cost Estimate: \$11.6M (Construction Capital)

Schedule: Start Construction: TBD
End Construction: TBD

The Environmental Document (EIR/EA) was completed on June 29, 2018. Public meetings were held in May 2017 and June 2017. The project is in litigation, and EIR/EA is being challenged by Friends of the Green Bridge, et al). Due to COVID 19, the litigation is not expected to be resolved until April 2021 or later. Environmental revalidation is on hold until the litigation is resolved. The construction schedule is to be determined and is dependent on the outcome of the litigation.

Bellam Intersection Improvement; MRN-101/580- PM 9.8/9.9 & PM 4.4/4.7; Northbound Route 101 / Eastbound Route 580 Off-Ramp to Bellam Blvd. in San Rafael (EA: 04-0Q270)

Scope: Widen off-ramp, modify intersection, and modify traffic signal.

Cost Estimate: \$6.3 M (Construction Capital)

Schedule: Start Construction: Fall 2021
End Construction: Spring 2022

TAM is the lead for this project, and the project will be implemented via an encroachment permit. The target approval of the encroachment permit is May 2021.

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Marin-Sonoma Narrows Contract B7 – HOV lane in Marin; MRN – 101- PM 20.8/27.3; On Route 101, in and north of Novato, SB HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of Franklin Ave. Overhead (6.0 miles), and NB HOV lane from 1.7 miles north of Atherton Ave. Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.5 miles)- (EA: 04-26472)

Scope: Roadway and bridge widening and Redwood Landfill Interchange modification for HOV lanes and standard shoulders and horizontal and vertical roadway alignment correction. The scope does not include utility relocation and R/W acquisition for access control. The roadway work is not in direct conflict with utilities to be relocated.

Cost Estimate: \$103.7M (Construction Capital)

Schedule: Start Construction: Spring 2022 (RTL in December 2020)
End Construction: Fall 2023

TAM is the lead for PS&E. The project sponsors secured SB1-SCCP funding to fully fund this project. The project is delayed due to RM 3 lawsuit. The conditional (funding dependent) cooperative agreement for construction with TAM has been executed.

Marin-Sonoma Narrows Contract B8 – HOV lane in Marin; MRN - 101 – PM 24.0/27.5; On Route 101, from 2.0 miles north of Atherton Ave. Overcrossing to 0.1 miles south of the Marin/Sonoma County line (EA: 04-26473)

Scope: Relocate utilities located in the state R/W on Route 101 and widen/rehabilitate 0.6 miles of San Antonio Road (County Road) to include a Class-II bike facility.

Cost Estimate: \$4.9M (Construction Capital and Utility Relocation)

Schedule: Start Construction: Spring 2023
End Construction: Spring 2024

This project is funded by Local and RM3 funds and TAM is the lead for PS&E of this project. The project scope is to secure R/W, relocates utilities, and widen/rehabilitate San Antonio Road for Class II bike lanes. The project could be delayed due to 1) right-of-way acquisitions from private properties and 2) the release of RM 3 funding due to a pending lawsuit.

Restore Damaged Drainage System; MRN-101 PM 0.2; On Route 101, near Sausalito, 0.1 miles south of Alexander Avenue (EA: 04-4J420)

Scope: Replace existing damaged Corrugated Metal Pile (CMP) down drains with new Corrugated Steel Pipe (CSP) down drains.

Cost Estimate: \$1.1M (Construction Capital)

Schedule: Start Construction: Summer 2021
End Construction: Fall 2021

Interim repairs were completed in November 2019. This project was coordinated with NPS, and it will address issues related to scouring/surface drainage within Caltrans R/W and install trash capture devices in Caltrans R/W. The project will also include a bioswale in NPS R/W (Fort Baker). Advance tree removal work has been completed.

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Upgrade Curb Ramps and Sidewalk; MRN-101 PM 13.7; On Route 101, in San Rafael, at Manuel T Freitas Parkway; (EA: 04-0K800)

Scope: Upgrade curb ramps and sidewalk.

Cost Estimate: \$2.2M (Construction Capital)

Schedule: Start Construction: Fall 2022
End Construction: Fall 2023

The project is being coordinated with Golden Gate Transit and the City of San Rafael for bus stop relocation/improvements in City R/W. The City has requested a roundabout in lieu of a signal at the offramp terminus in City R/W.

Marin 1 Giacomini Director Order Follow-Up Mitigation- On Route 1 near Five Brooks, at Giacomini Creek Bridge. (04-0AA44)

Scope: Follow-up mitigation planting and monitoring.

Cost Estimate: \$850K (Construction Capital)

Schedule: Start Construction: Spring 2022
End Construction: Spring 2026

This project will implement follow-up mitigation for EA: 04-4K850.

Plant Establishment; MRN-1 PM 10.7/11.0; On Route 1 near Stinson Beach, from 1.5 to 1.2 miles south of Panoramic Highway junction north (EA: 04-0AA48)

Scope: Complete the monitoring requirements/commitments for plant establishment. This project will provide four (4) additional years of Plant Establishment Period (PEP) for replacement trees, shrubs, and erosion control plants installed on State Route (SR) 1 by two Director's Order major damage projects (EA 04-4K240 and EA 04-4S220).

Cost Estimate: \$1.1M (Construction Capital)

Schedule: Start Construction: Spring 2022
End Construction: Spring 2025

Repair Culverts; MRN-101 PM 11.2; On Route 101 at Irwin Creek Bridge, Bridge #27-0097 (EA: 04-0K510)

Scope: Rehabilitate corrugated metal arch culvert bridge and four adjoining deteriorated culverts.

Cost Estimate: \$1.9M (Construction Capital)

Schedule: Start Construction: Fall 2022
End Construction: Summer 2023

Plant Establishment; MRN-1 PM 11.5; On Route 1, in Stinson Beach, 0.6 mile south of Panoramic Highway north junction, Plant Establishment (EA: 04-0W130)

Scope: Follow-up plant establishment for two completed storm damage projects (EAs 04-0P130 and 04-4K240).

Cost Estimate: \$1.3M (Construction Capital)

Schedule: Start Construction: Spring 2022
End Construction: Spring 2026

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PROJECTS IN CONSTRUCTION PHASE

Route 580/101 HOV Gap Closure Mitigation Planting; MRN-101 PM 9.7/12.7; On Route 101 in San Rafael, at Brookdale Area (EA: 04-2261H)

Scope: Follow-up Mitigation Planting for the Marin Route 580/101 HOV Gap Closure Project.

Cost Estimate: \$219K (Construction Capital); \$490K (Offsite Mitigation)

Schedule: Construction activities have been completed. The construction contract will be accepted in December 2021 after a 5-year Plant Establishment Period (PEP).

TAM is the lead for this project, and the project is being implemented via an encroachment permit. Caltrans is the lead for off-site mitigation. The off-site mitigation includes the restoration of a portion of Glenview Creek by California State Parks and the acquisition and transfer of the 2.1 acres Sausalito Lincoln/Butte parcel to Open Space Sausalito for preservation as permanent open space. The Brookdale parcel will be relinquished to the City of San Rafael after the Plant Establishment Period (PEP).

Scour Mitigation; MRN-101 PM 15.35; On Route 101 at Miller Creek Bridge (EA: 04-4G871)

Scope: Scour mitigation.

Cost Estimate: \$1.0M (Construction Capital)

Schedule: Construction has been completed. The contract will be accepted in Fall 2022 after a 4-year Plant Establishment Period (PEP).

Bicycle/Pedestrian Facility on Richmond-San Rafael Bridge; CC/MRN-580 PM CC 0.0/ 4.8 & MRN 4.8/7.8; On Route 580 at Richmond-San Rafael Bridge (EA: 04-2J680 – Contract 2)

Scope: Extend the bicycle/pedestrian path across the Richmond-San Rafael Bridge and complete connections to the existing Bay Trail segments on the Marin County side of the Richmond-San Rafael Bridge. The bidirectional path will be located on the right shoulder of the westbound Route 580 (upper deck). The path project is a pilot program that will evaluate the usage of the path by bicyclists and pedestrians.

Cost Estimate: \$40.0M (Construction Capital)

Schedule: Completion of the construction contract is anticipated in Spring 2021. The path was open to traffic in November 2019.

The Bay Area Toll Authority (BATA) is the lead for this project, and the project is being implemented via an encroachment permit. This project's bike path will connect to the bike path to be built being built by EA: 04-0Q273 and EA 04-0Q273 is being implemented as CCO to this project.

Marin 101 Ramp Metering - Phase 1; MRN-101 PM 0.0/9.0; On northbound Route 101, at various locations from north of GGB to Route 580 (EA: 04-15161)

Scope: Install ramp metering equipment and TOS elements at 10 locations from GGB to San Francis Drake Blvd on northbound US 101, including ramp widening at three locations. TOS element includes changeable message signs, salvage/removal of wireless magnetometer vehicle detection sensors, and installation of inductance loops.

Cost Estimate: \$6.9M (Construction Capital)

Schedule: Construction contract was awarded on December 17, 2018. Construction started in April 2019, and completion of the construction contract is anticipated in Summer 2021.

The project has widened Route 131 from North Knoll Road to the northbound Route 101 on-ramp to address Tiburon Blvd's congestion. TAM presented the project to Mill Valley City Council on May 6, 2019.

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Millerton Gulch Bridge Scour Mitigation; MRN-1 PM 33.4; On Route 1, near Point Reyes Station, at Millerton Gulch Bridge (EA: 04-0J570)

Scope: Follow-up onsite environmental monitoring and off-site mitigation.

Cost Estimate: \$860K (Construction Capital)

Schedule: Construction started in Summer 2019, and completion of the construction contract is anticipated in Summer 2023 upon completion of the Plant Establishment Period (PEP).

Emergency Directors Order (DO) project performed the scour mitigation work. This project was down-scoped to a follow-up off-site mitigation and environmental mitigation project with a 5-year plant establishment and a 10-year monitoring period.

Muir Fire Damage Repair; MRN-1 PM 33.4; On Route 1, near Stinson Beach, from Cold Stream Road to 0.2 miles south of Lone Tree Creek. (EA: 04-2AC20)

Scope: Replace the soldier pile retaining wall, repair drainage, install erosion control.

Cost Estimate: \$5.6M (Construction Capital)

Schedule: Construction has been delayed due to R/W requirements and is expected to start in Summer 2020. Construction completion is expected in Summer 2021.

This is a Director's Order, Emergency Limited Bid (ELB) project to repair damage by wildfire on Route 1.

Upgrade Pedestrian Facilities; MRN-1 PM 0.02/2.0 & 0.5/0.76; On Route 1 in and near Mill Valley, at Manzanita Park and Ride lot and the intersection of Almonte Blvd. (EA: 04-2G690)

Scope: Upgrade curb ramps and construct new curb ramps as per current ADA standards.

Cost Estimate: \$1.98M (Construction Capital)

Schedule: Construction started in March 2020, and completion of the construction contract is anticipated in Spring 2021.

The construction is substantially completed. The project was coordinated with Golden Gate Transit and Marin Transit for bus stop relocation improvements.

Construct a Two-way Bike path on Sir Francis OC (Bridge No. 27-0040); MRN-580 PM 3.3/3.4; On Route 580 from Anderson Drive to 0.7 miles east of Richmond-San Rafael Bridge. (04-0Q273)

Scope: Construct a two-way bike-path (4-year pilot project).

Cost Estimate: \$1.8M (Construction Capital)

Schedule: Construction started in May 2020, and completion of the construction is anticipated in Spring 2021 in coordination with the Richmond San Rafael Bike lane project (EA: 04-2J680 – Contract 2).

The bike path on Sir Francis OC was completed on August 14, 2020. TAM was the lead for design, and BATA is implementing the project via an encroachment permit. Caltrans issued the encroachment permit on March 30, 2020, and BATA amended the construction contract of EA 04-2J680 to implement this project's scope via a CCO. The bike path connects to the independent bike path built by (EA: 04-2J680 – Contract 2). The pilot study will be conducted by Caltrans, and the funding for the pilot study (4-year monitoring) was approved on June 2, 2020.

February 2021

TAM Board Meeting Caltrans Report

Replace Harbor Bridge; MRN-101 PM 10.63/10.87; On Route 101 in San Rafael, from Route 101 off-ramp to 2nd Street at the San Rafael Harbor (EA: 04-4G820)

Scope: Replace existing bridge.

Cost Estimate: \$14.7M (Construction Capital)

Schedule: Major construction activities are expected to start in Spring 2021, and the completion of the construction is anticipated in Winter 2021.

The project was presented to the San Rafael City Council in May 2018. This project will also modify the 2nd Street intersection in San Rafael to improve traffic flow and add a right turn pocket lane. The previous bid did not get any qualified bidders, and the project was re-re-advertised and the contract was awarded on May 5, 2020. Due to in-water work window restriction and long lead times for the specialty pile and precast elements, the in-water activities will be completed in summer 2021.

With the City of San Rafael's help, Caltrans conducted a public survey to evaluate three alternatives for the loudest and most disruptive phase of the project, pile driving. Based on the survey results, the project will close the 2nd Street off-ramp for three-weekends (10 pm Friday to 5 am Monday). Pile driving will occur around the clock during these weekends. The first full ramp closure briefing for elected officials was held on February 18 and 19th 2021. The follow-up presentation to the San Rafael City Council will be in March 2021.

Pavement Overlay and Curb Ramps; MRN-101- PM 14.7; On Route 101 at Lucas Valley Under Crossing in the City of San Rafael (EA: 04-1Q510)

Scope: Construct curb ramps and overlay asphalt pavement.

Cost Estimate: \$1.6M (Construction Capital)

Schedule: Construction contract awarded on June 1, 2020, and completion of the construction is anticipated in Spring 2021.

The City of San Rafael is the lead for this project, and the project is being implemented via an encroachment permit (issued by Caltrans on April 21, 2020). A field safety review meeting was held on Oct. 19, 2020. The construction is substantially complete.

North/South Greenway Gap Closure Project (Northern Segment); MRN-101 PM 8.4/8.6; On Route 101 in Larkspur, at East San Francis Drake Blvd. (EA: 04-1A661)

Scope: Construct a new bike path on Corte Madera Creek Bridge (off-ramp).

Cost Estimate: \$9.92M (Construction Capital)

Schedule: Construction Contract was awarded on November 30, 2020, and completion of the construction is anticipated Fall 2022.

Public scoping meetings were held on March 19, 2015, July 29, 2015, and March 21, 2016. The cooperative agreement with TAM for construction was executed on March 13, 2019. The freeway maintenance agreement (amendment) with the City of Larkspur was executed in September 2019. All bids were higher than the engineer's estimate/allocation. CTC allocated \$1.5 million of SB1-LLP to the project, and TAM increased funding RM 2 funding by \$672K to award the project.

February 2021

TAM Board Meeting Caltrans Report

Upgrade Curb Ramps and Sidewalk; MRN-131 PM 0.9; On Route 131, in the Town of Tiburon, at Blackfield Dr. and Greenwood Cove Dr. intersection; (EA: 04-4J450)

Scope: Eliminate four free right turns, upgrade curb ramps and sidewalk and install a new traffic signal, also install APS system countdown timers.

Cost Estimate: \$2.1M (Construction Capital)

Schedule: Construction Contract was awarded on December 24, 2020, and completion of the construction is anticipated Fall 2021

The project is being coordinated with Golden Gate and Transit, Marin Transit for bus stop relocation improvements. The project plans were reviewed by the Town of Tiburon and the County of Marin. Construction activities will mostly occur during school summer vacation.

OTHERS

- Caltrans is working with the County on Marin Phase 1 of Bolinas Lagoon Wye project on Route 1 at PM 17.05/17.20 (PEER Project; EA: 04-1W320).
- Caltrans maintenance restored the drainage system (culverts and ditches) along the Bolinas Lagoon to prevent recurring flooding on Route 1 in 2018 (EA 04-3Q020). Caltrans is working with the County and local elected officials to find a long-term solution to flooding and vegetation management issues along Route 1.
- Caltrans maintenance is removing eucalyptus leaves and debris from the ditches and drainage facilities (Tamalpais' Maintenance Project) from November 9-19, 2020, in collaboration with Marin County