DATE: September 13, 2021

TO: Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

FROM: Anne Richman, Executive Director
Scott McDonald, Senior Transportation Planner

SUBJECT: Adopt the Programming of FY21/22 and FY22/23 TFCA and TDA Article 3 Funds (Action), Agenda Item No. 7

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews the programming priorities as recommended in Attachment C for the FY21/22 and FY22/23 Transportation for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 Funds.

BACKGROUND

TAM annually receives TFCA funds from the Bay Area Air Quality Management District (BAAQMD) and TDA Article 3 funds from the Metropolitan Transportation Commission (MTC) for projects that reduce vehicle emissions and bicycle/pedestrian projects, respectively. BAAQMD has the discretion to review projects based on their ability to reduce emissions and must approve all projects submitted.

TAM receives relatively small amounts of funding from TFCA and TDA Article 3 annually and received comments from the TAM Bicycle and Pedestrian Committee (BPAC) and the Marin County Public Works Association (MPWA) in the past that it would be more effective to program the funds on a 2-year cycle. Staff took the suggestion and started the 2-year programming cycle of the two funding sources in 2019.

Staff issued a Multi-Fund Call for Projects on May 20, 2021, initially with $728,254 in TFCA funds and $545,000 in TDA Article 3 funds. Subsequently, TAM staff amended the funds available based on an updated July 2021 TDA Revenue Report from MTC – which increased the FY21/22 funds available to $742,316. While the included amounts for FY21/22 are based on confirmed amounts available, the amounts included in the Call for Projects for FY22/23 are estimates based on historical trends, and allocations will be adjusted based on actual revenues. Any additional funding above and beyond the estimated FY22/23 amounts will be used to supplement funding for the highest ranked project shown in Attachment C; if for any reason revenues are reduced, the funding will be reduced from the lowest ranked project. In total, $1,307,316 is included in the Call for Projects, based on the amounts in the following table:

	TFCA	TDA 3	FY Totals
FY21/22	$393,254	$349,062*	$742,316
FY22/23	$335,000**	$230,000**	$565,000
Fund Source Totals	$728,254	$579,062	$1,307,316

*MTC Adjusted from $314,803 to $349,062 in July 2021
**Estimated amounts for FY22/23

DISCUSSION/ANALYSIS

By the application deadline of July 6, 2021, seven applications were received from seven sponsors, requesting a total of $2.1 million, as shown below:

- Town of Corte Madera: Corte Madera Path/Echo Avenue Connector - $175,000
- County of Marin: Lomita Drive Gap Closure Project - $287,500 (only eligible for TDA 3)
- City of Larkspur: Doherty Drive Safe Pathways to Schools Phase II - $500,000
- Marin County Parks: Mill Valley Sausalito Pathway Resurfacing Project - $100,000 (only eligible for TDA 3)
- Town of Ross: Laurel Grove Safe Pathways Project Phase III - $75,000 (only eligible for TDA 3)
- City of San Rafael: Grand Avenue Class IV Cycle Track - $650,000
- TAM: North - South Greenway Gap Closure Project in Central Marin Northern Segment - $315,000 (only eligible for TDA 3)

Project Evaluation

Each application was screened by TAM staff, and evaluated based on the following criteria:

- Regional Significance
- Readiness to Construction
- Supports Equity or Disadvantaged Community
- Safety Benefits
- Complete Funding Plan
- Leverage with Other Funds
- Gap Closure or Connectivity

For this cycle, TAM staff added a criterion to the application asking sponsors to identify how/whether their project supports equity. Other criteria remained largely the same as in previous cycles.

The evaluation panel recommended funding the top-ranking projects, while considering funding eligibility, and with the goal of funding projects that are shovel ready and can go to construction relatively soon. The recommendation of the panel is concurrent with the programming priorities as recommended in Attachment C of the item.

As noted in Attachment C, the North - South Greenway Project was ranked highest for its major regional significance, gap closure, other major funding commitments, and the need to close the funding gap caused due to unforeseen project complications during construction. TAM staff will return to the TAM Board with additional information about the project in an upcoming Board Meeting.

Bicycle Pedestrian Advisory Committee and Marin Public Works Association Input

The BPAC met on July 21, 2021 to review the applications and staff's funding recommendations. The meeting took place without sufficient attendance for a quorum. However, all BPAC members present unanimously supported staff's recommendation after hearing presentations from project sponsors and discussing the merits of each project.

On August 18, 2021, TAM staff circulated the recommendation shown in Attachment C to the public works directors of MPWA, requesting input regarding recommended programming. The comments provided in response demonstrated support for the recommendations.

FISCAL CONSIDERATION

The TFCA revenue is included in TAM's annual budget. Expenditures associated with the projects that will receive TFCA funds will be included in TAM's annual budget during the years the expenditures will occur. Following Board approval, TAM will enter into funding agreements with those project sponsors.

The TDA Article 3 funds have no direct fiscal impacts to TAM. Project sponsors will be entering into funding agreements with MTC and seek reimbursements from MTC directly.

NEXT STEPS

TAM staff will present the programming recommendations along with any comments provided by the FP&L Executive Committee to the full TAM Board at its September 23 meeting. Upon approval from the TAM Board, staff will submit a list of recommended projects to BAAQMD and MTC in October.

Please note that TFCA guidelines require a recommended list of projects to be submitted to BAAQMD by November 2021. TAM has already received tentative approval from BAAQMD staff for the funds programming in FY21/22 and FY22/23. However, TAM staff must formally have BAAQMD review and approve the funding programmed for FY21/22 this year and funding programed for FY22/23 next year since the guidelines for the program change annually. On the other hand, the TDA Article 3 funds can be programmed any time, and the funds programmed for FY21/22 can be made available immediately upon submittal to MTC while the funds programmed for FY22/23 can be approved concurrently but not allocated until FY22/23.

ATTACHMENTS

Attachment A: Project Descriptions & Images
Attachment B: Project Application Eligibility Determination
Attachment C: TAM Staff Ranking & Funding Recommendation

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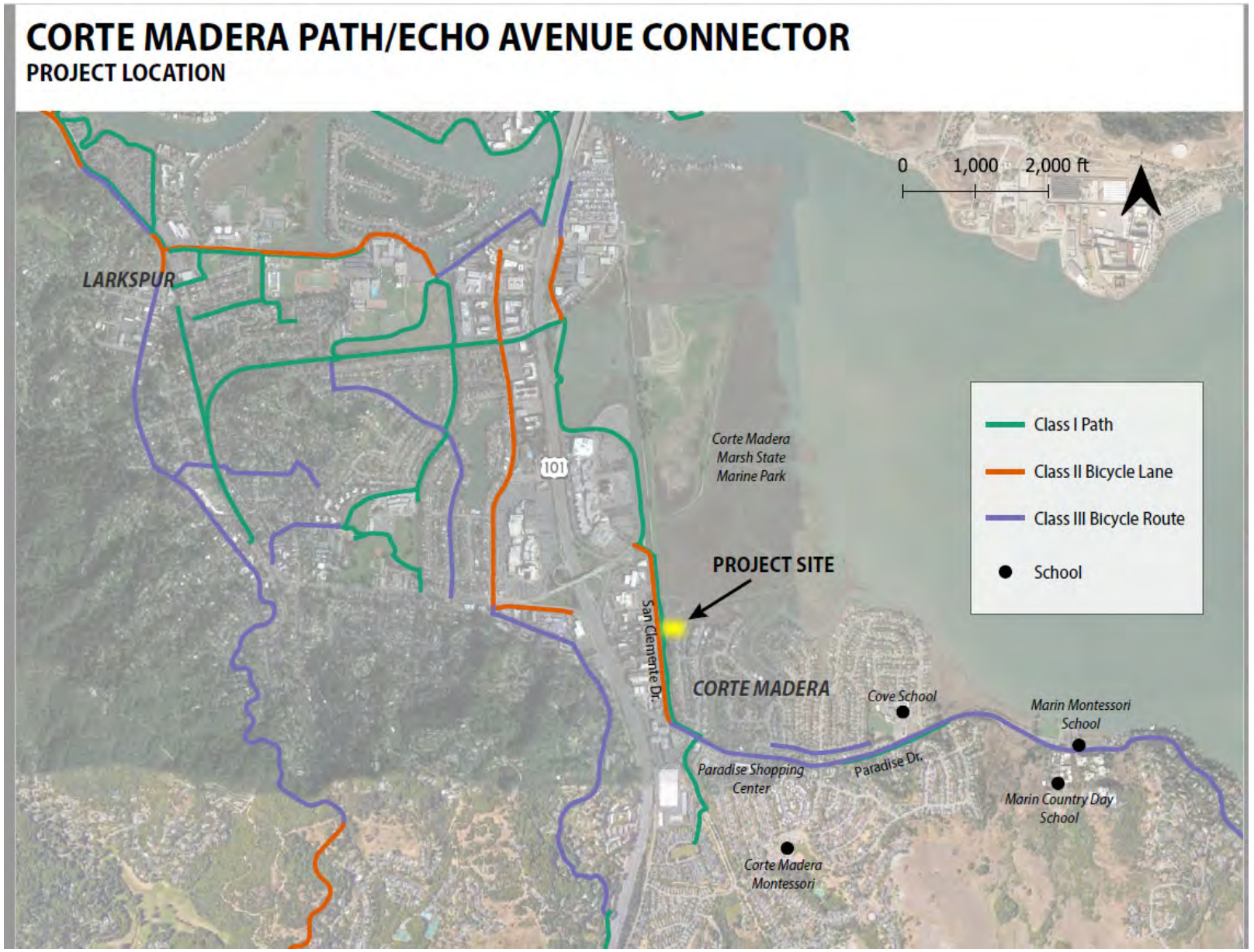
Project Descriptions

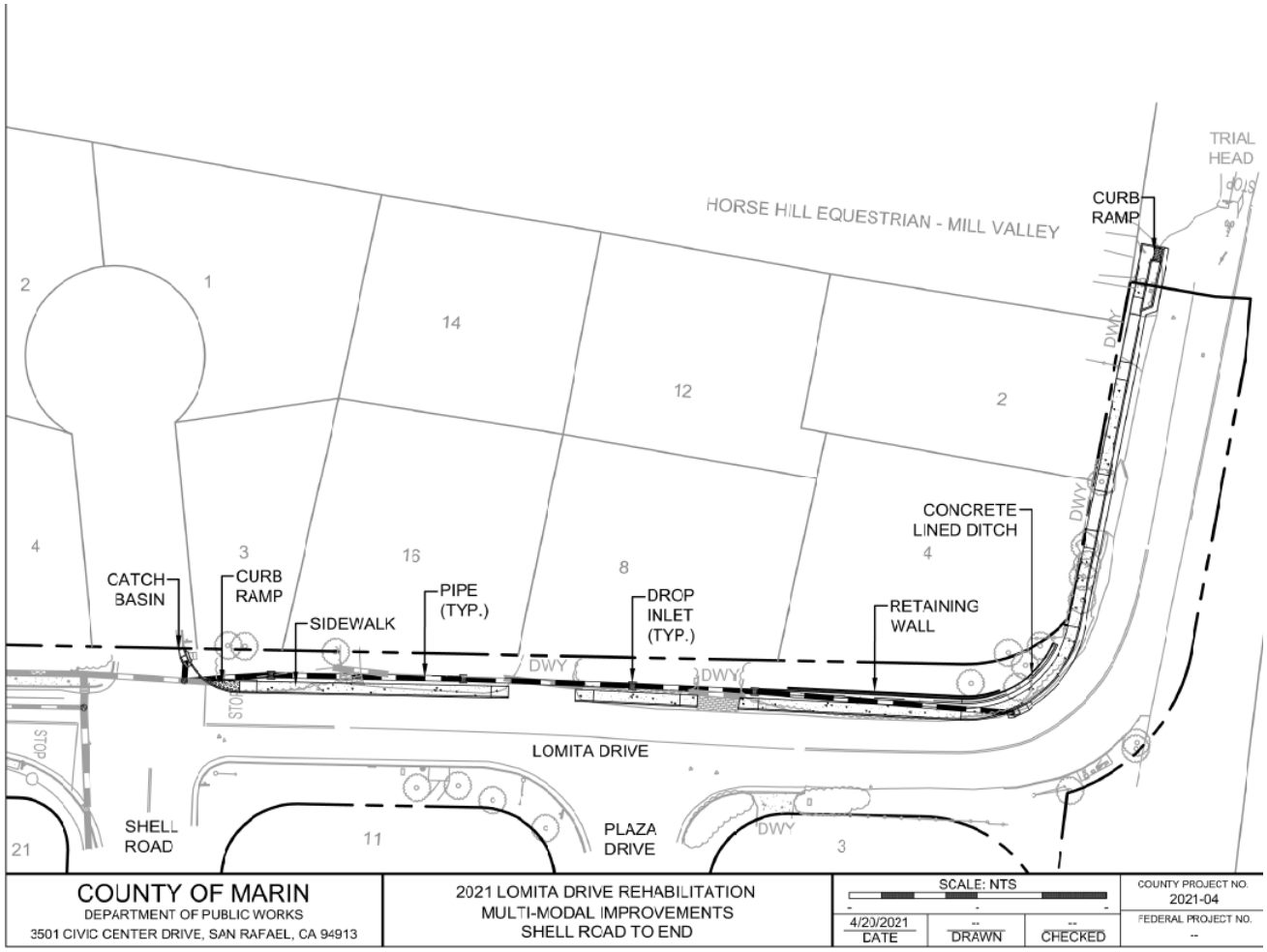
Sponsor	Project	Description
Corte Madera	Corte Madera Path/Echo Avenue Connector	The project is a multi-use path (MUP) connecting the Corte Madera Path at San Clemente Drive with Echo Avenue in Corte Madera. This part of the Bay Trail is a popular walking and cycling route for recreation, general transportation, and commuting to nearby schools. Pedestrians and cyclists currently use a worn, 5-foot-wide dirt path to reach Echo Avenue, letting them bypass one block of busy Paradise Drive on quieter roads and allowing neighborhood residents direct access to the Path. This unofficial trail is narrow and can be slippery when wet. A paved connector between San Clemente Drive and Echo Avenue would enhance user safety and comfort. The MUP would have a width of 8 feet with two-foot buffers, accommodating bi-directional traffic.
County of Marin	Lomita Drive Gap Closure Project	The project will construct an approximately 450' long sidewalk along Lomita Drive east of Shell Road. Vehicles, bicycles and pedestrians all share the roadway from Shell Road to the end of road at the Horse Hill multi-use path to Corte Madera. With pedestrians walking in the roadway which is also heavily used by cyclists, combined with the roadway's slope and sharp curve visibility is limited. The project will provide a continuous sidewalk for pedestrians between the multi-use path and the existing sidewalk that continues westward from Shell Road towards Edna Maguire School and the Mill Valley-Sausalito path.
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	This project will complete the gap in pedestrian and bicycle improvements from the Riviera Circle/Redwood High School driveway to the Doherty Drive/Lucky Drive/Redwood High School driveway in the City of Larkspur. Project proposal includes: separated, ADA-accessible and paved multi-use pathway for pedestrians and bicyclists, improved connection to the multi-use trail to the east of Redwood High School, and removal of visual barriers adjacent to the project limits that reduce available sight distance.
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing Project	The 1.4 mile portion of 10' wide Class 1 pathway from Gate 6 to Almonte Boulevard, has not been repaved or resurfaced since 1981. This busy pathway sees on average 2,500 users per day and over 5,000 on busy days. It serves as a key non-motorized commuter link, as well as being part of the Safe Routes to Schools, Bay Trail, and North-South Greenway routes. The southern pathway is deteriorated, with extensive longitudinal and transverse cracking, depressions, and raveling. This project will address short-term maintenance issues through a micro-surfacing and crack sealing treatment, for an overall improved pathway surface.

Project Descriptions

Sponsor	Project	Description
Ross	Laurel Grove Safe Pathways Project Phase III	The Laurel Grove Safe Pathways Project is an ongoing effort by Ross to provide a continuous and safe minimum 4' wide pathway for pedestrians walking to and from Ross School on Laurel Grove between Kentfield and Sir Francis Drake Boulevard. Laurel Grove is the only route available for pedestrians, bicyclists, and automobiles to get to/from the east side of Ross to Ross School/Common and downtown. Phase III of the project will continue south from the Phase II limits at Canyon Rd. toward the Ross Town Limit at Makin Grade. The project will require widening portions of Laurel Grove in Ross and may require some grading, retaining walls, and relocation of minor drainage facilities within the existing right of way to accommodate the pathway.
San Rafael	Grand Avenue Class IV Cycle Track	The proposed 600 foot long separated bikeway (Class IV) and sidewalk on Grand Avenue from Second Street to Fourth Street in San Rafael is top-ranked project in the Bicycle and Pedestrian Master Plan and a critical trail extension project on the San Francisco Bay Trail. This project would provide a safe and separated bicycle connection for residents and visitors of East San Rafael to the downtown business district and Bettini Transit Center. This project would carve out dedicated and protected space for pedestrians and bicyclists in the city's bustling downtown area alongside a multi-laned arterial street currently without any dedicated bicycle facilities and narrow sidewalks without buffers between pedestrians and moving vehicles.
TAM	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	Caltrans, in cooperation with TAM and the City of Larkspur, propose improvements to pedestrian and bicycle facilities along the northbound Highway 101 off-ramp to Sir Francis Drake Boulevard. The improvements will include the construction of a new Class I multi-use path that would connect the Central Marin Ferry Connector bridge that crosses Sir Francis Drake Boulevard with the Pedestrian Overcrossing of Highway 101 in the City of Larkspur. The project will replace the existing narrow sidewalk along the Northbound off-ramp with a wider multi-use pathway and will improve pedestrian and bicycle access along a section of Old Redwood Highway. This project will greatly enhance safety and accessibility for non-motorized travel in central Marin.


CORTE MADERA PATH/ECHO AVENUE CONNECTOR
PROJECT LOCATION
0
1,000
2,000 ft
LARKSPUR
101
Corte Madera Marsh State Marine Park
PROJECT SITE
San Clemente Dr.
CORTE MADERA
Cove School
Marin Montessori School
Paradise Shopping Center
Paradise Dr.
Marin Country Day School
Corte Madera Montessori
Class I Path
Class II Bicycle Lane
Class III Bicycle Route
School

County of Marin- Lomita Drive Gap Closure Project



CITY OF LARKSPUR
DOHERTY DRIVE
SAFE PATHWAYS TO SCHOOL PROJECT

LOCATION MAP
NOT TO SCALE

VICINITY MAP
NOT TO SCALE

LEGEND

SYMBOL	DESCRIPTION
	RIGHT OF WAY LINE
SD	STORM DRAIN LINE
	MAN HOLE
W	WATER LINE
	WATER BACK FLOW PREVENTER
WV	WATER VALVE
	SIGN
X / Y–Z	DETAIL REFERENCE NUMBER / DETAIL REFERENCE DRAWING

ABBREVIATIONS

AB	AGGREGATE BASE	OFF	OFFSET
AC	ASPHALT CONCRETE	PCC	POINT OF COMPOUND CURVE
APPROX	APPROXIMATE	PRC	POINT OF REVERSE CURVE
BC	BEGIN HORIZONTAL CURVE	PSI	POUNDS PER SQUARE INCH
BOC	BACK OF CURB	R	RADIUS
Beg	BEGIN	R&R	REMOVE AND REPLACE
BOW	BACK OF WALK	RC	RELATIVE COMPACTION
C&G	CURB AND GUTTER	RD	ROAD
CB	CATCH BASIN	Reinf	REINFORCEMENT
CONC.	CONCRETE	Ret	RETAINING
EC	END HORIZONTAL CURVE	ROW / R/W	RIGHT OF WAY
Elev	ELEVATION	RRFB	RECTANGULAR RAPID FLASHING BEACON
EP	EDGE OF PAVEMENT		
Exist./(E)	EXISTING	R+	RIGHT OF STATION LINE
FL	FLOW LINE	SD	STORM DRAIN
FOC	FACE OF CURB	Shld	SHOULDER
FT	FOOT/FEET	SS	SANITARY SEWER
GB	GRADE BREAK	STA	STATION
HMA	HOT MIX ASPHALT	STD	STANDARD
INV	INVERT	ST	STREET
LF	LINEAR FEET	SW	SIDEWALK
L+	LEFT OF STATION LINE	TC	TOP OF CURB
MAX	MAXIMUM	Tot	TOTAL
MH	MANHOLE	Typ	TYPICAL
MIN	MINIMUM	Var	VARIES
NTS	NOT TO SCALE	W	WATER
OD	OUTSIDE DIAMETER	WV	WATER VALVE
		W/	WITH

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CURRENTLY ADOPTED EDITIONS OF THE STANDARD PLANS AND SPECIFICATIONS, PROCEDURES MANUALS, AND ALL APPLICABLE REGULATIONS AND JURISDICTIONAL AGENCIES, UNLESS OTHERWISE NOTED.
2. CONTRACTOR WILL MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES EXCEPT FOR THE PERIODS SPECIFICALLY ALLOWED BY THE ENGINEER.
3. POST INFORMATION SIGNS WARNING OF POTENTIAL TRAFFIC DELAYS AT LEAST 48 HOURS PRIOR TO ANY LANE CLOSURE.
4. UTILITIES SHOWN ON THE PLAN ARE IN APPROXIMATE LOCATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY UTILITY LOCATIONS AND OVERHEAD AND UNDERGROUND CLEARANCES WITH AFFECTED UTILITIES PRIOR TO START OF WORK.
5. CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT.
6. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGGERS, AND OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY AND WORKER SAFETY IN ACCORDANCE WITH CALTRANS AND CAL–OSHA SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO START OF CONSTRUCTION.
7. IF ANY CULTURAL FEATURES OR ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING EXCAVATION WORK, ALL WORK WITHIN ONE HUNDRED FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST CERTIFIED BY THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY OR SOCIETY OF CALIFORNIA ARCHAEOLOGY TO RECOMMEND APPROPRIATE MITIGATION MEASURES.
8. THE CONTRACTOR SHALL ADHERE TO THE CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) ISSUED BY MARIN COUNTY STORMWATER POLLUTION PREVENTION PROGRAM.
9. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY ENGINEER.
10. THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING STREETS, SURROUNDING LANDSCAPE, AND ALL OTHER EXISTING CONDITIONS WITH A SMOOTH TRANSITION IN PAVING, CURBS, GUTTERS, GRADING, STRIPING, ETC. AND TO AVOID ANY ABRUPT OR APPARENT CHANGES IN GRADES OR CROSS SLOPES, LOW SPOTS, TRAFFIC CONTROLS AND HAZARDOUS CONDITIONS.
11. THE CONTRACTOR IS RESPONSIBLE TO REPAIR ANY IRRIGATION LINES OR HEADS DAMAGE DURING CONSTRUCTION AND SHALL REPAIR THE IRRIGATION SYSTEM BACK TO WORKING ORDER.
12. THE ENGINEER ASSUMES NO RESPONSIBILITY BEYOND ADEQUACY OF THE DESIGN CONTAINED HEREIN.

APPLICABLE CALTRANS REVISED STDS, DATED 2018

A20A	– A20D	PAVEMENT MARKERS AND TRAFFIC LINES
A24A	– A24F	PAVEMENT MARKINGS
A88A	– A88B	CURB RAMP AND PASSAGEWAY DETAILS
T13	– T13	TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE

APPLICABLE MARIN COUNTY STDS, DATED MAY 2008

105	–	CURB, GUTTER AND SIDEWALK DETAILS
265	–	GRATED DROP INLET AND TURNING STRUCTURE
330	–	TRENCH DETAILS

INDEX OF SHEETS

SHEET	DRAWING	DESCRIPTION
1	T–1	TITLE SHEET
2	S–1	SURVEY CONTROL AND DEMOLITION
3	X–1	CROSS SECTIONS
4	L–1	LAYOUT PLAN
5	L–2	LAYOUT PLAN
6	L–3	LAYOUT PLAN
7	PD–1	PAVEMENT DELINEATION AND SIGNS
8	PD–2	PAVEMENT DELINEATION AND SIGNS
9	PD–3	PAVEMENT DELINEATION AND SIGNS
10	D–1	DETAILS
11	D–2	DETAILS
12	D–3	IRRIGATION DETAILS

CITY OF LARKSPUR

PUBLIC WORKS DIRECTOR DATE

Parisi TRANSPORTATION CONSULTING
1750 Bridgeway, Suite 2200
Sausalito, CA 94965
(415) 640-5000

DRAWN: AT CHECKED: AL
DESIGNED: PAH CHECKED: DP

TAM Transportation Authority of Marin

CITY OF LARKSPUR
DOHERTY DRIVE SAFE PATHWAYS TO SCHOOL PROJECT
TITLE SHEET

REVISIONS	DATE	SCALE
	04/15/2021	NO SCALE
	PW PROJECT NO. 15035	
	DRAWING NO. T-1	
1 REVISED BASED ON PHASE 1 CONSTRUCTED IN 2020.	SHEET NO. 1 OF 12	
NO. DESCRIPTION		

Mill Valley-Sausalito Pathway Resurfacing Project

06 July 2021_Multifund TFCA and TDA Application

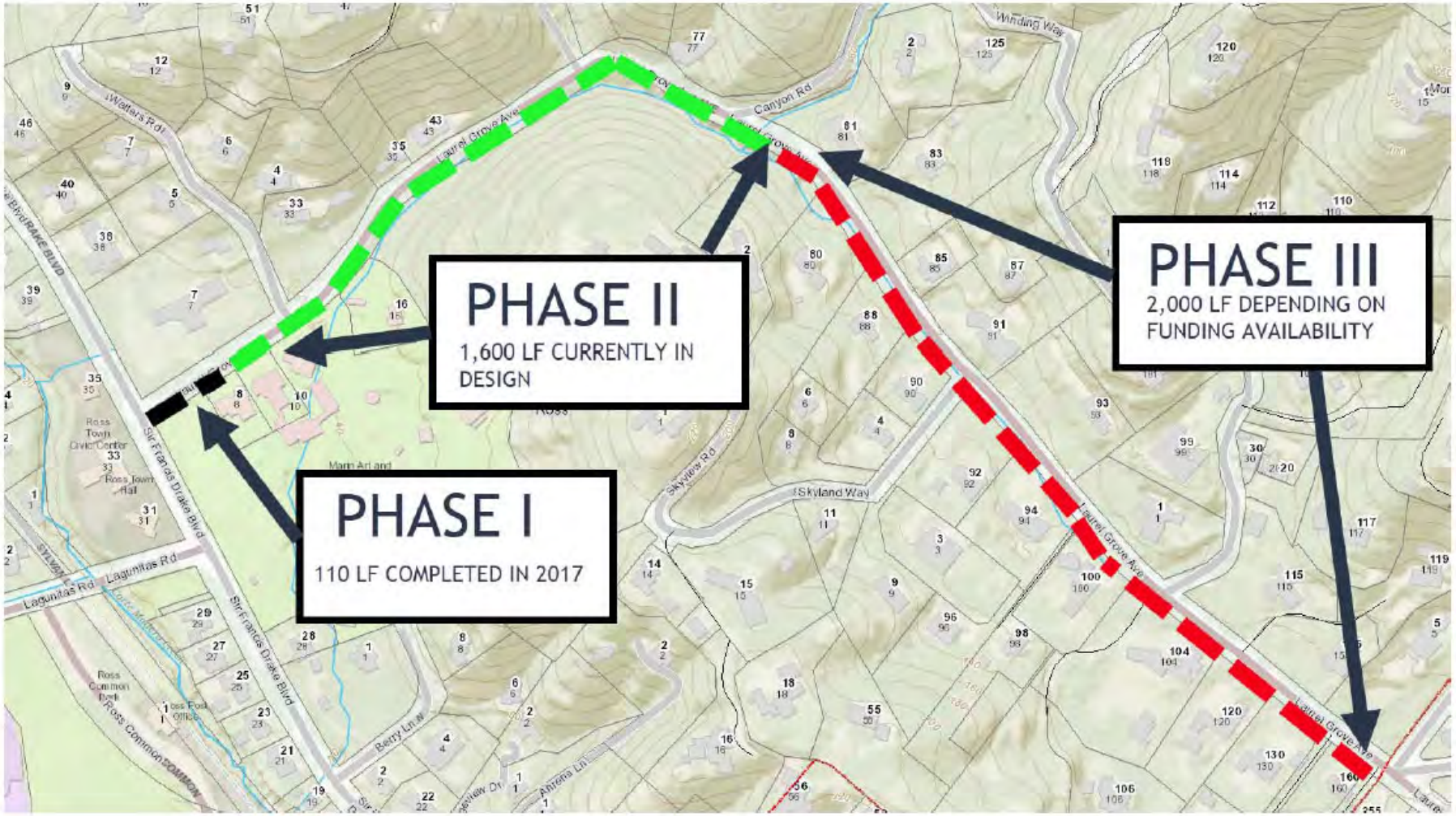
MARIN COUNTY PARKS
PRESERVATION · RECREATION

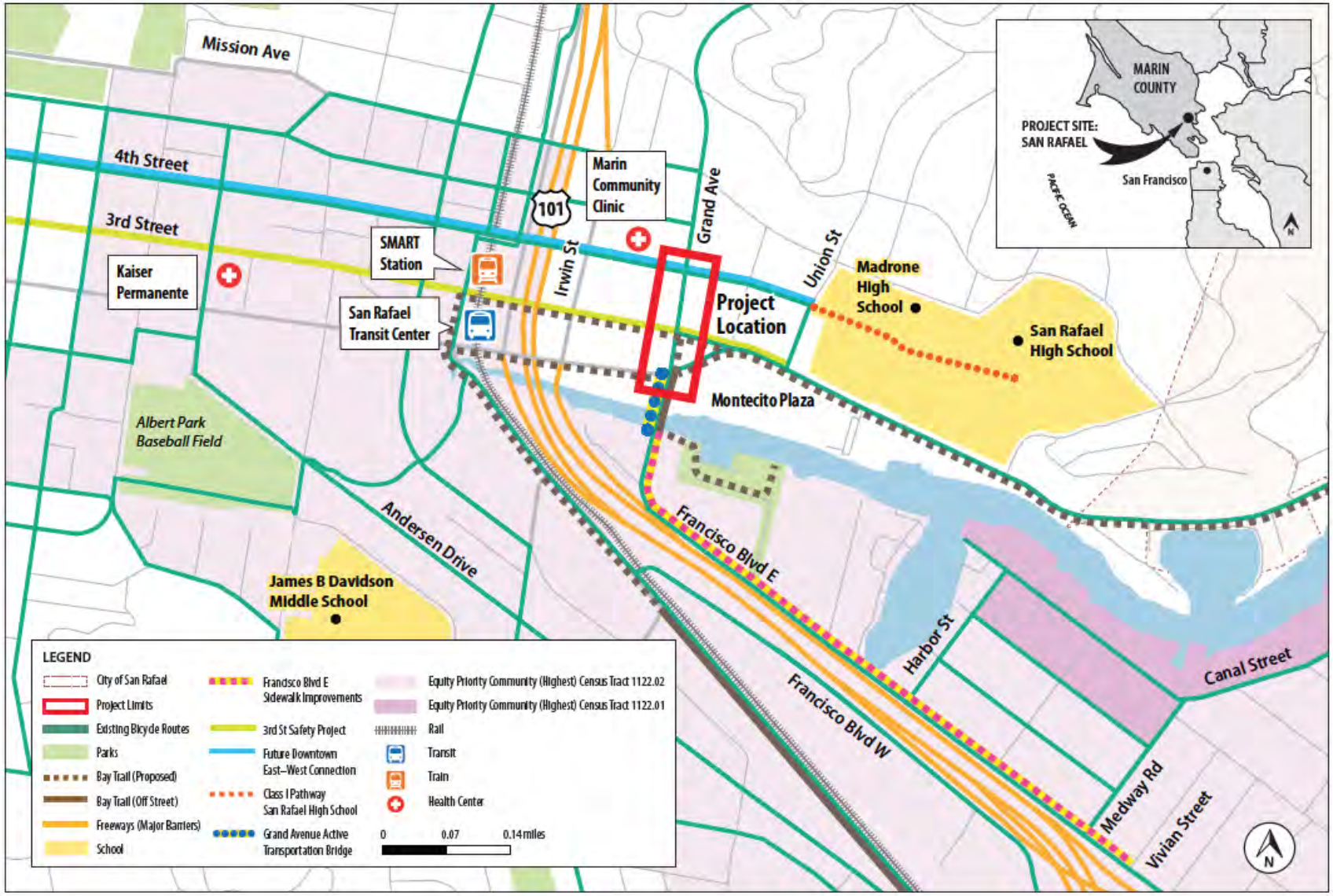
Project Scope Map

NTS

Pathway resurfacing extents

T.A.M. MULTI-FUNDS CALL FOR PROJECTS
PROJECT MAP - LAUREL GROVE SAFE PATHWAYS, ROSS, CA





SAN RAFAEL
THE CITY WITH A MISSION

Grand Avenue Class IV Cycle Track
City of San Rafael

San Rafael
San Rafael SMART Station
San Rafael
Bettini Transit Center
San Rafael Multi Use Path
(2nd Street to Andersen Drive)
San Rafael - Larkspur
Rail Extension
CalPark Tunnel
Path
Larkspur Station
CMFC Bridge over
Sir Francis Drake Blvd
Greenbrae
North Segment
N/S Greenway Gap Closure Project
in Larkspur
South Segment
Larkspur
San Quentin
Central Marin North-South Greenway
TAM
Transportation Authority of Marin
N

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TFCA & TDA 3 Funding Eligibility

Project Applications Received and Eligibility Determination					
			Preliminary Fund Eligibility [1]		
Sponsor	**Project Title**	**Request $**	**TFCA [2]**	**TDA**	**Comments**
Corte Madera	Corte Madera Path/Echo Avenue Connector	$175,000	Yes	Yes	Bay Trail segment (Class 1 MUP)
County of Marin	Lomita Drive Gap Closure Project	$287,500	No	Yes	Sidewalk Pedestrian Improvement
Larkspur	Doherty Drive Safe Pathways to Schools Phase II	$500,000	Yes	Yes	MUP Gap Closure
Marin County Parks	Mill Valley Sausalito Pathway Resurfacing Project	$100,000	No	Yes	Resurfacing project
Ross	Laurel Grove Safe Pathways Project Phase III	$75,000	No	Yes	Design of a Bike and Pedestrian Path
San Rafael	Grand Avenue Class IV Cycle Track	$650,000	Yes	Yes	Class IV Cycle Track
TAM	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	$315,000	No	Yes	Previously Received TFCA regional funds, therefore is currently ineligible for TFCA

[1] Final eligibility will be determined by BAAQMD for TFCA funds and MTC for TDA funds.

[2]TFCA projects are subject to BAAQMD's final determination on eligibility based on cost-effectiveness.

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TFCA & TDA 3 Funding Recommendations

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding		
						TFCA	TDA	Fiscal Year
Corte Madera	2	Corte Madera Path/Echo Avenue Connector	$230,000	$175,000	Bay Trail segment (Class 1 MUP)	$175,000		FY21/22
County of Marin	5	Lomita Drive Gap Closure Project	$328,000	$287,500	Sidewalk Pedestrian Improvement	N/E	$130,000	FY22/23
Larkspur	6	Doherty Drive Safe Pathways to Schools Phase II	$500,000	$500,000	MUP Gap Closure	$218,254		FY21/22
Marin County Parks	4	Mill Valley Sausalito Pathway Resurfacing Project	$305,000	$100,000	Resurfacing Project	N/E	$100,000	FY22/23
Ross	7	Laurel Grove Safe Pathways Project Phase III	$930,000	$75,000	Design of Bike and Pedestrian Path	N/E	$75,000	FY21/22
San Rafael	2	Grand Avenue Class IV Cycle Track	$1,406,000	$650,000	Class IV Cycle Track	$335,000		FY22/23
TAM	1	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	$17,711,000	$315,000	Previously Received TFCA regional funds, therefore is currently ineligible for TFCA	N/E	$274,062	FY21/22
		Total	**$21,410,000**	**$2,102,500**	**Recommended**	**$728,254**	**$579,062**	
					Total Available Funds [1]	**$728,254**	**$579,062**	
					Remaining	**$0**	**$0**	

[1] TFCA – $728,254 ($393,254 from FY21/22 revenue, and $335,000 estimated from FY22/23 revenue)
TDA Article 3 – $579,062 ($349,062 from FY21/22 revenue and $230,000 estimated for FY22/23) Allocations from FY22/23 will be adjusted based on future revenues, with the highest ranked project receiving any additional revenues. Should revenues decrease, the reduction will be made to the lowest ranked project shown above.