



ADMINISTRATION, PROJECTS & PLANNING EXECUTIVE COMMITTEE MEETING

FEBRUARY 13, 2023

3:30 P.M.

Zoom

900 Fifth Avenue
Suite 100
San Rafael
California 94901

<https://us02web.zoom.us/j/83035113530?pwd=Ym1lVHdnUHZyclGN2VPZVlBY0Zrdz09>

Webinar ID: 830 3511 3530

Passcode: 891953

Phone: 415-226-0815

Fax: 415-226-0816

www.tam.ca.gov

As allowed by Assembly Bill (AB) 361, until further notice, the TAM Executive Committee will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

Belvedere
Nancy Kemnitzer

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<https://us02web.zoom.us/j/83035113530?pwd=Ym1lVHdnUHZyclGN2VPZVlBY0Zrdz09>

Corte Madera
Pat Ravasio

Webinar ID: 830 3511 3530

Passcode: 891953

Fairfax
Chance Cutrano

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Larkspur
Kevin Carroll

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Mill Valley
Urban Carmel

- Before the meeting: Please email your comments to jdoucette@tam.ca.gov, no later than 5:00 p.m. Sunday, February 12, 2023, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

Novato
TBD

- During the meeting: Your meeting-related comments may be sent to info@tam.ca.gov, and will be read (3 minutes limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record.

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

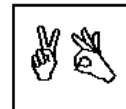
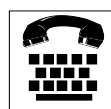
- During the meeting (only): If watching this meeting online, click on the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing *9 and wait to be called upon by the Chair or the Clerk to speak. You will be asked to unmute your device when it is your turn to speak. Your comments will also become part of the public record.

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan



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AGENDA

1. Chair's Report (Discussion)
2. Commissioner Comments (Discussion)
3. Executive Director's Report (Discussion)
4. Open time for public expression, up to three minutes per speaker, on items not on the Board of Commissioners' Agenda. (While members of the public are welcome to address the Board, under the Brown Act, Board members may not deliberate or take action on items not on the agenda, and generally may only listen.)
5. Approval of Meeting Minutes from January 9, 2023 (Action) – **Attachment**
6. Review of the Semi-Annual Project Status Report (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE

JANUARY 9, 2023
3:30 PM

Virtual Meeting

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Chance Cutrano, Fairfax Town Council
Eric Lucan, Marin County Board of Supervisors
Kate Colin, San Rafael City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors, Cmte. Chair

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming & Legislation
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Principal Transportation Planner

Chair Moulton-Peters called the meeting to order at 3:35 p.m.

Chair Moulton-Peters welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Administration, Projects & Planning (AP&P) Executive Committee was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

Chair Moulton-Peters welcomed Commissioners Colin, Cutrano, and Kuhl as new members on the AP&P Executive Committee.

2. Commissioners Comments (Discussion)

None.

3. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman introduced TAM's new Associate Transportation Planner Mikaela Hiatt who will be supporting the Planning team in the areas of Sea Level Rise, Equity, and Alternative Fuels/Electric Vehicle (EV) programs.

ED Richman also reported on the recent flooding of State Route (SR) 37 due to the storms; and that the California Department of Transportation (Caltrans) posted the final Planning and Environmental Linkages (PEL) study report for SR 37 on December 30, 2022.

Lastly, ED Richman provided an update on the One Bay Area Grant Cycle 3 (OBAG 3) and regional Active Transportation Program (ATP) Cycle 6 recommendations, which combined, total approximately \$20 million in funding to 11 projects throughout Marin County. Approval from the Metropolitan Transportation Commission (MTC) is anticipated at the January 11 meeting of MTC's Programming & Allocations Committee and on January 25 at the full Commission meeting.

Commissioner Colin commended TAM staff and the staff of local jurisdictions for their work on these highly competitive funding programs.

Commissioner Cutrano also commended TAM staff and inquired about the process for OBAG and ATP funding approvals. ED Richman explained that for the OBAG program, MTC staff evaluates and recommends projects, and that for the ATP Program, other regional agencies/entities are invited to help review the applications. Staff recommendations for both programs are forwarded to the Commission for approval.

In response to Chair Moulton-Peters, ED Richman explained that in general, when MTC staff publishes recommendations for programs, the Commission often accepts them "as-is", however changes may be made at the discretion of the Commission.

Chair Moulton-Peters commended TAM staff on the great work and looked forward to seeing the benefits to Marin County workers and residents once these projects are completed.

ED Richman commended staff at local jurisdictions for the time and effort required to complete and submit the project applications, as well as the TAM Board for its commitment to the process.

4. Open time for public expression

Chair Moulton-Peters asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM Director of Planning Matthew Hartzell welcomed the new Commissioners; and thanked ED Richman for the update on the OBAG and ATP project recommendations and TAM staff for their work.

5. Approval of Meeting Minutes from October 10, 2022 (Action)

Commissioner Lucan moved to approve the Minutes of the October 10, 2022 meeting, which was seconded by Chair Moulton-Peters. A roll call vote was conducted, and the motion passed unanimously.

6. Funding Agreements with Caltrans and County of Marin for Marin City Flood Mitigation Projects (Action)

Principal Project Delivery Manager Nick Nguyen presented this item, which recommends that the AP&P Executive Committee review a resolution authorizing the ED to negotiate and enter into a cooperative agreement, fund transfer agreement, funding agreement and necessary amendments with Caltrans and the County of Marin to secure \$10 million in earmarked state general funds and distribute funds to Marin City flood mitigation projects; and authorize an amendment to the TAM FY2022-23 Annual Budget to reflect the expected revenue receipt of \$10 million and the expected current fiscal year expenditure amount of \$3 million, and refer them to the TAM Board for approval.

Mr. Nguyen provided an overview of the historical and current flooding issues affecting Marin City, and the flood mitigation study completed by the County of Marin Department of Public Works (DPW) in 2017. Based on the findings of the study, DPW applied for Federal Emergency Management Agency (FEMA) grant funding to design and construct a suite of projects to relieve flooding in the area and was awarded \$4 million in 2020. An additional request by DPW to increase the award to \$10 million to complete more projects is currently being evaluated by FEMA. Ongoing efforts to secure state and local funds to accomplish more work has resulted in a \$10 million state general fund earmark from Senator Mike McGuire, and TAM was named as the agency to administer and distribute the earmark.

Mr. Nguyen also provided a summary of the 5 projects that have been preliminarily identified to help mitigate flooding in the Marin City area, including temporary pumping, a permanent pump and upsized storm drain from Donahue to the Marin City pond, permanent floodwall, dredging of the Marin City pond, and a secondary culvert across US-101.

In response to Commissioner Colin, ED Richman explained that while the Manzanita parking lot is not included in the current suite of project improvements, it may be possible to preserve a portion of the earmarked funds to address flooding issues in the Manzanita lot or to be contributed to a longer-term plan for the larger area encompassing Manzanita and Marin City. Commissioner Colin also inquired about funding for the ongoing maintenance of the capital improvements, if applicable.

In response to Chair Moulton-Peters, Mr. Nguyen explained that the pump station is located on the shopping center property with an easement that allows Caltrans to enter and operate the current pumps; and that less labor resources should be required for the new larger, more automated permanent pump station.

In response to Commissioner Cutrano, ED Richman explained that County DPW is awaiting confirmation of the total funding amounts from FEMA, and Chair Moulton-Peters commented that confirmation should be received by Spring 2023.

Chair Moulton-Peters asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none asked for a motion.

Commissioner Colin moved to refer the resolution authorizing the ED to negotiate and enter into a cooperative agreement, fund transfer agreement, funding agreement and necessary amendments with Caltrans and the County of Marin to secure \$10 million in earmarked state general funds and distribute funds to Marin City flood mitigation projects; and authorize the amendment to the TAM FY2022-23 Annual Budget to reflect the expected revenue receipt of \$10 million and the expected current fiscal year expenditure amount of \$3 million, to the TAM Board for approval, which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 4:12 p.m.

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DATE: February 13, 2023

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

FROM: Anne Richman, Executive Director *Anne Richman*
Project Delivery Team

SUBJECT: Review of the Semi-Annual Project Status Report (Action), Agenda Item No. 6

RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee reviews and refers the February 2023 TAM Project Status Report to the Board for acceptance.

BACKGROUND

In order to provide up to date funding and expenditure information that can help the Board and the general public understand the overall status of the suite of projects that TAM manages, these project updates are presented approximately every six months. The intent of these updates is to provide the Board with a broad overview of projects directly managed by TAM, and to update and identify potential issues that may require future Board actions. As projects progress, they will require specific Board deliberations and actions, such as consultant contract amendments or acceptance of work products.

DISCUSSION/ANALYSIS

Project Status Report Highlights:

The Project Status Report covers key on-going projects that are active and those that are in the active planning phase.

Active Projects covers all projects that are in environmental, design or construction phases. These projects are well defined and, in most cases, fully funded. This report includes four active projects: (1) US 101 Marin-Sonoma Narrows – B7 and B8; (2) North-South Greenway Gap Closure Project – North Segment; (3) Improve Bellam Boulevard off-ramp from Northbound US 101; and (4) State Route 37.

Planning Projects covers emerging high-priority projects for which TAM is studying various options. These projects most likely will become active projects in the foreseeable future. The report includes three projects in the planning phase: (1) US 101/I-580 Multimodal and Local Access Improvement, (2) Studies of twelve Highway 101 Interchanges and Approaching Roadways, and (3) the US 101 Part-Time Transit Lane, which was recently included in an MTC staff recommendation for \$1.25M in funding for project development. One emerging and evolving Project concerning Marin City flooding will also be mentioned during the presentation and came before the Board in January 2023.

Please note that presentations will not be made on the Alternative Fuels Program (AFP) as updates have been provided in other presentations.

Of particular interest as it relates to project delivery is the latest news on Regional Measure 3 (RM3) funding. RM3 was passed by Bay Area voters in June 2018 authorizing incremental increases to Bay Area bridge tolls to fund significant transportation improvements and help solve some of the Bay Area's growing congestion problems. The measure is expected to generate up to \$4.45 billion to fund major transportation projects in the toll bridge corridors.

Funds from the toll increases are being placed into an escrow account managed by an independent trustee until a lawsuit brought against the increase is resolved. On January 25, 2023, the California Supreme Court dismissed and remanded the lawsuit to the appellate court. Agencies remain optimistic that the funds, currently held in escrow, will be permitted to flow to priority transportation projects supported by Bay Area voters. Marin-related projects and programs in RM3 include the following:

- Marin-Sonoma Narrows – \$120M
- US 101 to I-580 Multimodal and Local Access Improvement Project – \$135M (\$210M for overall Richmond-San Rafael Bridge approaches)
- State Route 37 Improvements – \$100M
- Downtown San Rafael Bettini Transit Center Relocation – \$30M
- SMART Windsor & Healdsburg Extension – \$40M
- North Bay Transit Access – \$100M
- SF Bay Trail/Safe Routes to Transit – \$150M

FISCAL IMPACTS

Not applicable.

NEXT STEPS

The next Project Status Report update will be provided in mid-2023.

ATTACHMENTS

Attachment A – February 2023 TAM Project Status Report
Attachment B – PowerPoint Presentation



Transportation Authority of Marin

Project Status Report

February 2023

ON-GOING PROJECTS

A. PROJECTS – ACTIVE

US 101 Marin-Sonoma Narrows Overview	1
US 101 Marin-Sonoma Narrows – B7 and B8	2
North-South Greenway Gap Closure Project – Northern Segment.....	4
North-South Greenway Gap Closure Project – Southern Segment.....	6
Improve Bellam Boulevard Off-Ramp from Northbound US 101	8

B. PROJECTS - PLANNING PHASE

US 101/I-580 Multimodal and Local Access Improvements	10
State Route 37	12
Studies for Twelve Highway 101 Interchanges and Approaching Roadway.....	14
Marin County US 101 Part-Time Transit Lane Study.....	16
Alternative Fuels Program.....	18

C. OTHER

Project Phase Definitions.....	20
Acronyms and Abbreviations.....	21

Project Status Report - Active

February 2023

Project: US 101 Marin-Sonoma Narrows Overview

Partners Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin
Jurisdiction(s) Novato, Petaluma

Scope

Widening of approximately 17 miles of US 101 from four to six lanes by adding HOV lanes in each direction; improving public transit and access to SMART rail network; installing continuous Class I and Class II bikeways between Novato and Petaluma; and constructing new interchanges and frontage roads to remove unsafe access from private properties and local roads.

Project will be completed through a series of phases based on operational priority and funding availability. As of the first quarter of 2023, all mainline HOV segments between Petaluma and Novato have been built or are under construction.

Status

- The final MSN HOV lane project in Marin County (MSN B7) commenced construction in July 2022.
- The HOV lane project through the City of Petaluma in (MSN C2) is nearing completion. It is the final mainline project in Sonoma County.
- Various non-mainline projects are still outstanding and will require funding.

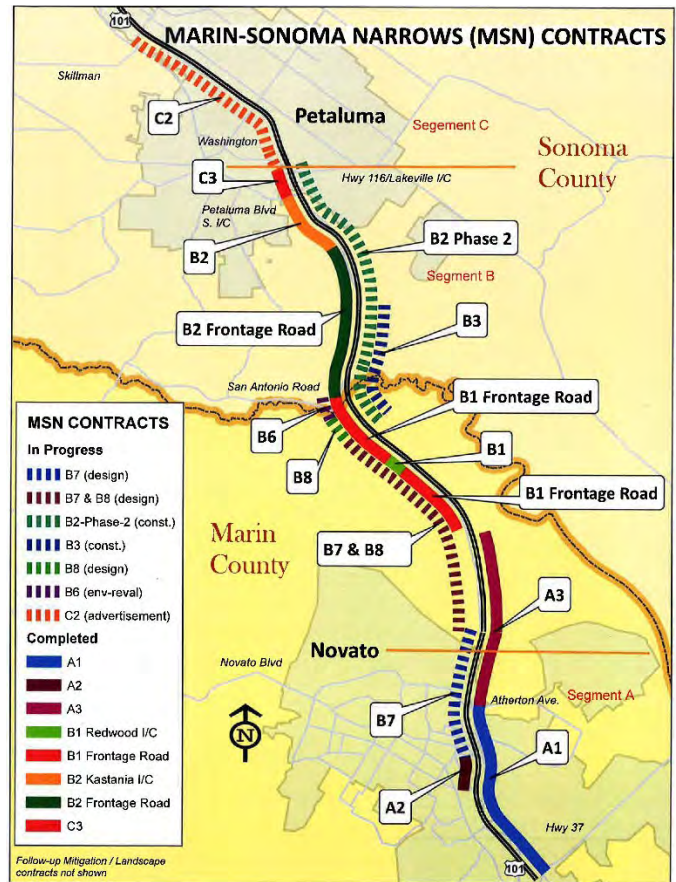
Issues/Areas of Concern

The MSN B7 project is fully funded with assistance from SB1 SCCP and MTC federal discretionary fund sources. The accompanying MSN B8 utility relocation project will likely encounter ROW acquisition challenges that will delay the project. Minor vegetation restoration projects and a local San Antonio Road bridge reconstruction project (MSN B6) still remain as part of the overall MSN corridor work.

MARIN-SONOMA NARROWS STATISTICS

Project length.....17 miles
 Avg. daily traffic – 2017.....153,000 vehicles
 Avg. daily truck traffic – 2013.....6,200 trucks
 Marin/Sonoma total populations.....258,000/495,000
 Vehicle hours of delay (at less than 35 mph).....978,400
 Funds programmed for MSN.....~\$720,819,000

Funds needed to complete MSN.....~ \$29,500,000



Major Phase Status

A1	Completed
A2	Completed
A3	Completed
B1 Phase I	Completed
B7 (Formerly B1-Phase II; See Fact Sheet)	In Progress
B2 Phase I	Completed
B2 Phase II	Completed
B3	Completed
B8 (Formerly A4 & B5; See Fact Sheet)	In Progress
B6	In Progress
C1	Completed
C2	In Progress
C3	Completed

Project Status Report - Active**February 2023****Project: US 101 Marin-Sonoma Narrows – B7 and B8****Partners** Caltrans, Sonoma County Transportation Authority and Transportation Authority of Marin**Jurisdiction(s)** Novato**Scope**

Construct a southbound HOV lane from 0.3 mile south of the Marin/Sonoma County line to just south of Franklin Avenue Overhead, and a northbound HOV lane from 1.7 miles north of Atherton Avenue Overcrossing to 0.3 mile south of the Marin/Sonoma County line, improving mobility for public transit and access to SMART rail system. Project includes bridge widening, interchange modifications, completing all HOV lanes in the NB and SB directions, standardizing shoulders, Class 2 bike lane construction and correcting the roadway alignment and vertical profiles, along with relocating remaining utilities.

Status

The project design is being funded with local, state and federal funds, with the HOV Lane design (MSN B7) completed in December 2020. Competitive SB1 Solutions for Congested Corridor Program (SCCP) funding was awarded to the B7 project, and MTC federal discretionary funds were approved in May 2021 to complete the full construction funding plan for B7 project. Construction started in July 2022. The MSN B8 design is on-going and will relocate major utility lines outside the Caltrans ROW and make improvements to a local county road.

Issues/Areas of Concern

- The project is an aggregate of three MSN projects, formerly called the B1 Phase 2, A4 and B5 projects. Due to the lengthy process with right-of-way (ROW) acquisition, the project was split into two concurrent paths: (1) design and construction of the HOV lanes (MSN B7) and (2) ROW acquisition and utility relocation (MSN B8).
- As construction for the MSN B7 enters its first winter, construction challenges and minor delays due to rains and sub-surface work must be managed effectively.
- The B8 project will face significant challenges with ROW acquisition and delay since some of the ROW needed is now occupied by a solar panel farm.

Updates from Previous Report

- B7 (HOV Lanes) is seven months into construction with some delays from heavy winter storms.
- Design support during construction will be augmented as construction progresses.

- MSN executive steering committee (ESC) was held in January to discuss the B8 utility relocation challenges.
- The validity of RM3 was upheld by the State Supreme Court in January 2023 with the case being remanded to the Appeals Court.

**Schedule**

Planning	N/A
Environmental Clearance	2009
Design	2019-2020
Right of Way and Utilities	2018-2023
Construction	2022-2025

Estimated Cost by Project Phase

Planning	N/A
Environmental Clearance	N/A
Design	\$8,300,000
Right of Way and Utilities	11,100,000
Construction	123,100,000
TOTAL	\$142,500,000

Funding by Source

STIP Right of Way Excess Fund	\$4,550,000
SB1-LPP	500,000
Measure AA Sales Tax	6,905,000
STP	2,000,000
SB1-SCCP	40,118,000
RM3, MTC Fed Discretionary & Other	88,427,000
TOTAL	\$142,500,000

Project Status Report - Active**February 2023****Project: US 101 Marin- Sonoma Narrows – B7 and B8****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY18-12	7	Open	BKF Engineers	Design and Support Engineering Services and Construction Support	\$8,215,256	STIP ROW Fund & STP	\$7,626,787	93%
				TOTAL	\$8,215,256		\$7,626,787	93%

Project Status Report - Active**February 2023****Project: North-South Greenway Gap Closure Project – Northern Segment****Partners** TAM, MTC, Caltrans and the City of Larkspur**Jurisdiction(s)** Caltrans and the City of Larkspur**Scope**

The Northern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the Central Marin Ferry Connector bridge over Sir Francis Drake Boulevard and the pedestrian overcrossing of US 101 on Old Redwood Highway.

Status

- The new multi-use path over Corte Madera Creek is now open for public use (Caltrans segment).
- Final design is nearing completion for the portion of the project on Old Redwood Highway (City Segment).
- Obtaining Caltrans permits and funding approval.
- Construction scheduled for Summer 2023.

Issues/Areas of Concern

Staff has determined the path on Old Redwood Highway continuing south to the pedestrian overcrossing has a funding shortfall in the construction phase. The TAM Board approved use of state funds (LPP) to augment the funding plan. A request will be made to the California Transportation Commission to approve the LPP funds at an upcoming meeting.

Updates from Previous Report

- Financial expenditure information updated.
- Final close-out procedures for construction of the bridge/pathway crossing Corte Madera Creek continues.
- Added \$188,113 TDA for design and construction.
- Adding \$1.1M LPP formula funds, pending approval from the CTC.

**Schedule**

Planning	Complete
Environmental Clearance	Complete
Design	In Progress
Right of Way and Utilities	Complete
Construction	2021-2023

Estimated Cost by Project Phase

Planning	-
Environmental Clearance	\$1,800,000
Design	\$3,400,000
Right of Way and Utilities	-
Construction	\$15,4905,812
TOTAL	\$20,690,812

Funding by Source

RM2	\$15,000,000
CMAQ (Old Redwood Highway)	\$1,120,000
Measure A Interest Funds	\$1,225,000
SB1 LPP Incentive	\$1,500,000
LPP Formula	\$1,100,000
TDA	\$462,175
BAAQMD TFCA	\$283,637
TOTAL	\$20,690,812

Project Status Report - Active**February 2023****Project: North-South Greenway Gap Closure Project – Northern Segment****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY15-08	9	Open	Moffatt & Nichol	Environmental, Plans, Specifications and Estimates, Construction Administration (PAED, PS&E) (CON Support)	\$4,550,000	RM2, Measure AA	\$3,986,253.75	90%
Cooperative Agreement with Caltrans	1	Open	Caltrans	Construction and Construction Support	\$13,200,233	RM2 TDA TFCA SB1 LPP	\$13,059,429	98%
				TOTAL	\$17,650,233		\$17,045,682.75	97%

Project Status Report - Active

February 2023

Project: North-South Greenway Gap Closure Project – Southern Segment (Larkspur & Corte Madera Segment)

Partners MTC, SMART, the City of Larkspur and the Town of Corte Madera

Jurisdiction(s) Larkspur, Corte Madera

Scope

The Southern Segment of the North-South Greenway Gap Closure Project will close a key gap in the local and regional non-motorized transportation network between the southern terminus of the Northern Segment through a private easement (not yet secured) then along the Sonoma Marin Area Rail Transit (SMART) right-of-way south to Wornum Drive to connect to existing multi-use paths. The Gap Closure Project is being delivered in two segments, the Northern Segment and the Southern Segment. (Southern Segment shown in the adjacent graphic as red alignment.)

Status

- The use of the SMART right-of-way has been secured.
- The County of Marin Department of Public Works previously agreed to be the implementing agency for the initial alternative’s alignment analysis phase. This work has been put on hold. TAM is the project sponsor.

Issues/Areas of Concern

- The Southern Segment requires acquisition of private right-of-way by means of easement.
- A MOU will be required between partners to identify roles and responsibilities.
- Project development has been suspended pending identification of future funding.

Updates from Previous Report

- No updates to report



Schedule

Planning	TBD
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$500,000
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	850,000
Construction	TBD
TOTAL	\$1,350,000

Funding by Source

RM2	\$1,350,000
TOTAL	\$1,350,000

Project Status Report – Active**February 2023****Project: North-South Greenway Gap Closure Project – Southern Segment****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY14-22		Open	Marin County, Dept of Public Works	Project Management	\$1,350,000*	RM2	\$446,015	33%
A-FY14-21		Closed	SMART	Boundary Survey and Title Research	\$75,000	RM2	\$52,652	100%
A-FY18-18		Closed	SMART	Right-of-Way	\$850,000	RM2	\$850,000	100%
				TOTAL	\$2,275,000		\$1,348,667	59%

*A portion of this allocation re-directed to another project.

Project Status Report - Active

February 2023

Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101

Partners Caltrans, Transportation Authority of Marin, and City of San Rafael

Jurisdiction(s) Caltrans and City of San Rafael

Scope

Improve the Bellam Boulevard off-ramp from US 101 by creating additional storage. Traffic making a left turn at Bellam will be directed to the left lane, while traffic heading to I-580 or turning right on Bellam will stay in the right lane. Lane stripping will be modified near Bellam to reduce the lane changes required to make a right on Bellam if exiting from eastbound I-580.

The off-ramps are the only freeway access to the economically disadvantaged Canal Area.

Status

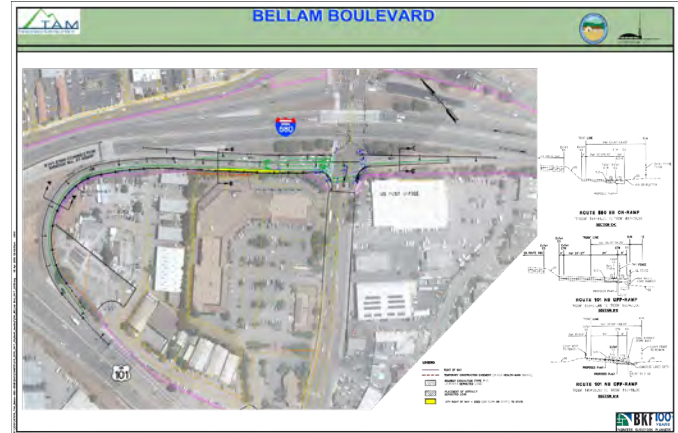
The CEQA document was recorded on August 15, 2018. Design approval from Caltrans is expected in Summer 2023. The Right of Way Agreement will be negotiated immediately following approval. The County of Marin has indicated that due to staffing shortages they may not be able to manage the construction. The Project has required a redesign and is short of funds to complete.

Issues/Area of Concern

The design changes along with the transfer of funds from this project to the Sir Francis Drake Flyover have left a funding shortfall of approximately \$3 to \$3.5 million. The Right of Way agreement with Marin Square has expired and will require new negotiations. Tree removal must occur during August to January.

Updates from Previous Report

TAM is seeking federal funds from the RAISE Program. Should these funds become available, the schedule and cost will need to be adjusted to meet federal funding requirements. The current funding reflects the recent approval of the TAM Board to shift current LPP funds to other Projects and to utilize LPP funds from the next cycle.



Schedule

Planning	Complete
Environmental Clearance	Complete
Design	Summer 2023
Right of Way and Utilities	Fall 2023
Construction (pending funding)	Begin Aug 2024

Estimated Cost by Project Phase

Planning	\$30,000
Environmental Clearance	90,000
Design	1,250,000
Right of Way and Utilities	700,000
Construction	6,100,000
TOTAL	\$8,170,000

Funding By Source

Measure A and AA Sales Tax	\$4,025,000
Local Partnership Program	1,164,000
TOTAL	\$5,189,000

Project Status Report – Active**February 2023****Project: Improve Bellam Boulevard Off-Ramp from Northbound US 101****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY17-02	3	Open	BKF Engineers	Complete design services including environmental.	\$1,176,325	Measure A/AA Sales Tax	\$961,432	82%
A-FY19-17		Closed	County of Marin	Agreement to manage construction including construction management*	\$63,888*	Measure A Sales Tax	\$63,888	100%
				TOTAL	\$1,240,213		\$982,820	79%

*This agreement has expired.

Project Status Report – Planning

February 2023

Project: US 101/I-580 Multimodal and Local Access Improvements
Partners Caltrans, Metropolitan Transportation Commission, Transportation Authority of Marin, City of San Rafael and City of Larkspur
Jurisdiction(s) Caltrans and City of San Rafael

Scope

Improve access from northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel eastbound toward Contra Costa County. Improve local circulation on Sir Francis Drake and Bellam Boulevards. The eastbound approach to the RSR Bridge is one of only two toll bridges in the Bay Area accessed by low speed local roads with traffic signals resulting in traffic delays on local roads and US 101.



Status

The draft Project Study Report (PSR) has been submitted to Caltrans and the first round of comments received.

Issues/Area of Concern

- Significant comments from Caltrans regarding: ramp metering, sea level rise, VMT, and design exceptions.
- Additional funding likely needed for construction.
- RM3 funds still in litigation, however, the CA Supreme Court just returned the case to the lower court.

Updates from Previous Report

- Numerous meetings with Caltrans to discuss PSR comments.
- Resolution of many major PSR comments has been deferred to the environmental stage.
- Meetings to coordinate outreach efforts with San Rafael.

Schedule

Planning	2020
Environmental Clearance	2026
Design	2028
Right of Way and Utilities	2030
Construction	2032

Estimated Cost by Project Phase

Planning	\$1,750,000
Environmental Clearance	3,500,000
Design	9,000,000
Right of Way and Utilities	8-30 M
Construction (depends on alternative)	170-270 M
TOTAL	\$192-315 M

Funding by Source

RM3	\$135,000,000
Measure A Sales Tax	100,000
Measure AA Sales Tax	16,900,000
TOTAL	\$151,600,000

Project Status Report – Active**February 2023****Project: US 101/I-580 Multimodal and Local Access Improvement Project****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY12-09	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 32)	Develop Alternatives, Cost Estimates, Graphic Rendering, Environmental Evaluation	\$102,000	Measure A Sales Tax	\$102,000	100%
C-FY20-01	1	Open	Kimley-Horn & Associates, Inc.	Project Approval and Environmental Document (PAED)	\$6,500,000	Measure AA Sales Tax	\$2,543,000	39%
C-FY20-02		Open	Fremier Enterprises Inc.	Project Management	\$400,000	Measure AA Sales Tax	\$214,247	54%
				TOTAL	\$7,002,000		\$2,859,247	41%

Project Status Report – Planning & Active

February 2023

Project: State Route 37

Partners Caltrans, Metropolitan Transportation Commission, and Transportation Authorities of Marin, Sonoma, Napa and Solano Counties

Jurisdiction(s) Marin County

Scope

State Route 37 is a key transportation corridor stretching from US 101 in Marin County to Interstate 80 in Solano County. Evaluation of the corridor has been assigned to a policy committee comprised of transportation authorities from Marin, Sonoma, Solano and Napa counties to address sea level rise, traffic congestion, transit options and recreational activities.

Status

MTC funded and completed a Corridor Plan in June 2018, prioritizing congestion relief in Segment B in Solano and Sonoma Counties. Segment A consists of Marin and portions of Sonoma County. Segment C is located in Solano County.

There are currently three key concurrent projects on the corridor: (1) Segment B interim improvements to relieve congestion led by MTC, (2) Segment A flood reduction project led by Caltrans and (3) Corridor-wide Planning-Environmental Linkage (PEL) study also led by Caltrans.

Issues/Area of Concern

A segment of the four-lane freeway, between US 101 and Atherton Avenue in Novato, had been closed due to the flooding of Novato Creek in January and February 2017, in February 2019, and recently in January 2023. Heavy congestion occurs in Segment B, where there is one lane in each direction. Since the corridor is 21-miles long, spanning four counties, the solutions to making the corridor resilient and reliable are complex and very costly.

Updates from Previous Report

The Caltrans’ on-going environmental clearance (PA/ED) effort of interim projects in Segment A was revised at a second scoping meeting in December 2022 to modify the project limits and design horizon to year 2100. This Segment A1 (Marin County) PA/ED is anticipated to be completed by the third quarter of 2023. New state funding (\$20 million) was allocated to begin design work when ready.

MTC and Caltrans are planning to certify the final environmental document (FED) for the Sears Point to Mare Island project in Segment B during the first quarter of 2023

in coordination with a partnership agreement to be executed with regulatory agencies. Construction funding is being developed with start of construction sometime in 2024.

Caltrans has completed and published the corridor-wide PEL study which documents the preliminary consultation process with the regulatory agencies of all key issues present in the corridor to streamline future environmental clearance of the ultimate project.



Schedule – Segment A1

Planning	2018
Environmental Clearance	2023
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase – Segment A1

Planning	TBD
Environmental	\$10,000,000
Design	\$20,000,000
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	\$30,000,000+

Funding by Source – Segment A1

City/County	
Caltrans SHOPP	\$10,000,000
State Earmark	\$20,000,000
TOTAL	\$30,000,000

Project Status Report – Planning & Active**February 2023****Project: State Route 37****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
A-FY16-10		Closed	Solano Transportation Authority	Design Alternatives	\$40,000	City/County	\$40,000	100%
C-FY17-16	1	Closed	CSW/Stuber-Stroeh Engineering Group (Task Order 11)	Segment A - Improvement Concept Study	\$88,000	City/County	\$85,922	97%
A-FY19-10		Closed	NVTA, STA, SCTA and TAM	SR37 Travel Behavior Feasibility Study	\$11,765	City/County	\$11,765	100%
A-FY19-07		Closed	County of Marin	SR37 Adaptation Study	\$30,000	City/County	\$30,000	100%
				TOTAL	\$169,765		\$167,687	98%

Project Status Report – Planning

February 2023

Project: Studies for Twelve Highway 101 Interchanges and Approaching Roadways

Partners Caltrans, Marin County, Marin’s Cities, Marin Transit, Golden Gate Transit

Jurisdiction(s) Marin County and Caltrans

Scope

The Measure AA Expenditure Plan includes a category that provides funding for studies of interchanges on Highway 101. The Studies will be used to develop multi-modal improvement concepts to Highway 101 interchanges and highway access routes to reduce congestion, improve connectivity, and improve local traffic operations.

The transportation sales tax funding will be used as “seed money” to prepare studies and reports that can support application for regional, state, and federal grants.

Status

The studies have been developed to outline existing conditions, define constraints, and present opportunities for potential improvements to the interchanges and local roadways.

An implementation plan was prepared based on the interchange studies and results from the prioritization plan. The approved recommendation was to advance three interchange locations to the next phase of project development using Caltrans procedures. The following interchanges will advance to the next phase of project development:

- East Blithedale/Tiburon Blvd (SR 131)
- Manual T. Freitas Parkway/Civic Center Drive
- Alameda Del Prado/Nave Drive

Issues/Area of Concern

None.

Updates from Previous Report

Work commenced on the preparation of the Project Initiation Document (PID). A kick-off meeting was held with TAM and Caltrans staff to define scope and schedule.



Schedule

Planning	2020-2022
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$4,431,000
Environmental	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD
TOTAL	\$4,431,000

Funding by Source

Measure AA Sales Tax	\$4,431,000
TOTAL	\$4,431,000

Project Status Report – Planning**February 2023****Project: Studies for Twelve US 101 Interchanges and Approaching Roadways****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-09		Open	HNTB Corporation	Professional Engineering Services	\$4,431,000	Measure AA Sales Tax	\$1,844,362	42%
				TOTAL	\$4,431,000		\$1,844,362	42%

Project Status Report – Planning

February 2023

Project:	Marin County US 101 Part-Time Transit Lane Study
Partners	Caltrans, Marin County, Marin's Cities, Marin Transit, Golden Gate Transit
Jurisdiction(s)	Marin County and Caltrans

Scope

This project would provide part-time bus operations on the shoulder of southbound US 101 in Marin County between Novato and San Rafael. Bus on Shoulder, or Part-Time Transit Lane, is a proven concept to improve transit reliability and speed according to FHWA guidance, and a TAM feasibility study identified benefits to both Golden Gate Transit and Marin Transit Services. The conceptual design would allow for the operation of Transit buses in existing auxiliary lanes, on/off ramps, and shoulder lane with minor modifications to the striping and lane widths on the highway.

Status

TAM has completed a feasibility study and concept design, cost estimates and operational plans for the project among other items in October 2021. TAM is seeking funding for future phases.

Issues/Area of Concern

Performance measurements would be required for any pilot project, these would include safety measures, CHP enforcement, and other concerns raised during the feasibility study. Potential legislation is also being sought to clarify vehicle code and enforcement concerns.

Updates from Previous Report

The Feasibility study has been completed. Staff is looking into various funding opportunities for project development and implementation.



Schedule

Planning	2021
Environmental Clearance	TBD
Design	TBD
Right of Way and Utilities	TBD
Construction	TBD

Estimated Cost by Project Phase

Planning	\$350,000
Environmental	\$800,000
Design	\$1,200,000
Right of Way and Utilities	TBD
Construction	\$5,000,000
TOTAL (FY \$2019)	\$7,000,000

Funding by Source

Caltrans Planning Grant	\$350,000
TOTAL	\$350,000

Project Status Report – Planning**February 2023****Project: Marin County US 101 Part-Time Transit Lane Study****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/ Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
C-FY20-07		Closed	Kimley-Horn and Associates, Inc.	Planning Services	\$308,000	Caltrans Grant	\$308,000	100%
				TOTAL	\$308,000		\$308,000	100%

Project Status Report – Planning

February 2023

Project:	Alternative Fuels Program
Partners	Public Agencies
Jurisdiction(s)	Marin County

Scope

The Alternative Fuels Program supports the development of alternative fuels infrastructure (such as electric vehicle charging stations) and public agency fleet replacement needs. The program also supports technical assistance, education and outreach of the benefits of alternative fuel vehicles.

Status

Ongoing. Delivery of EV fleet vehicles and EV charging stations are underway. Staff have been working with Marin Climate and Energy Partnership to develop a county-wide EV Acceleration Strategy, the draft of which was released in August and is expected to be finalized in Spring 2023.

Issues/Area of Concern

None at this time.

Updates from Previous Report

Work is underway in delivering various components of the Alternative Fuels Program.

In September 2021, funding was provided to all local jurisdictions to support various EV outreach programs, which were completed throughout FY2021-22. TAM program outreach in 2023 will focus on targeted webinars and an EV Fleet Expo. Staff is currently working on expanding charging and fleet opportunities throughout the county and coordinating upcoming regional, state and federal funding opportunities.



Project Status Report – Planning**February 2023****Project: Alternative Fuels Program****Contracts and Agreements Managed by TAM**

Contract or Agreement No.	Amend No.	Open/Closed	Agency/Consultant	Description	Appropriated Amount	Funding Source	Billed to Date	Percent Billed
N/A		Open	Novato, Central Marin Police Authority, Tiburon	EV Fleet Rebate Program	N/A*	Measure B VRF	\$7,000	N/A
N/A		Open	Novato, San Rafael, Central Marin Police Authority, Tiburon	EV Charging Station Rebate Program	N/A*	Measure B VRF	\$36,000	N/A
C-FY22-03		Open	Reach Strategies	Outreach and Technical Assistance	\$300,000	Measure B VRF	\$155,150	52%
Various		Closed	Marin Jurisdictions	Local Outreach support	\$54,000	Measure B VRF	\$35,960	67%
A-FY21-27		Open	MGSA	MCEP Countywide EV readiness Strategy	\$54,000	Measure B VRF	\$26,975	50%
				TOTAL	N/A		N/A	

*TAM's Alternative Fuels Program budget is flexible between program elements and does not assign budget to specific program elements.

PROJECT PHASE DEFINITIONS

Planning – Complete project studies to define general project parameters.

Environmental Clearance – Completion of and approval of environmental studies and/or reports. Environmental analysis assesses the potential impacts a project may have on the natural and/or built environment.

Design – Engineer and design project leading to the preparation of plans, specifications and construction estimates. Resource agency permits are obtained in the final design stage in preparation to advertise the project for construction bidding.

Right of Way and Utilities – Establish cost and obtain ownership/passage through a given area for the benefit of project completion. Establish utilities needed for the project and relocation if necessary. Right-of-way certification required if using federal funds or if the project is on state highway system.

Construction – Includes actual construction, construction management and construction related design. Actual construction close-out duration may go for years after scheduled completion date shown.

Project Management – Project or construction management and oversight support of projects to carry out elements of construction. Project management is provided by in-house agency staff and consultants. Typically includes construction materials testing for contract compliance.

ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Program
CO-OP	Cooperative Agreement
CTC	California Transportation Commission
DPW	Department of Public Works
EEMP	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Study
ENV MITG	Environmental Mitigation
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GGT	Golden Gate Transit
GGBHTD	Golden Gate Bridge Highway and Transportation District
HOT Lane	High Occupancy Toll Lane
HOV Lane	High Occupancy Vehicle Lane
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
MCBC	Marin County Bicycle Coalition
MPO	Metropolitan Planning Organization
MPWA	Marin Public Works Association
MT	Marin Transit
MTC	Metropolitan Transportation Commission

ACRONYMS AND ABBREVIATIONS

MTS	Metropolitan Transportation System
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NTPP	Non-motorized Transportation Pilot Program
OBAG	One Bay Area Grant
PA&ED	Project Approval & Environmental Document
PCA	Priority Conservation Area
PCI	Pavement Condition Index
PDA	Priority Development Area
PS&E	Plans, Specifications and Engineers Estimates
PSR	Project Study Report
PTTL	Part Time Transit Lane
RHNA	Regional Housing Needs Allocation
RM 2	Regional Measure 2
RM3	Regional Measure 3
ROW	Right of Way
ROW CAP	Right of Way Capital
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
SLPP	State Local Partnership Program
SMART	Sonoma Marin Area Rail Transit
SR2S	Safe Routes to School
STA	State Transit Assistance; also, Solano Transportation Authority
STIP	State Transportation Improvement Program
STIP-IIP	Interregional Transportation Improvement Program
STIP-RIP	Regional Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee



TAM Semi-Annual Project Update

Administration, Projects and Planning Executive Committee

February 13, 2023

TAM Project Update

1. Marin Sonoma Narrows
2. State Route 37
3. North-South Greenway Gap Closure
4. Highway 101 Interchange Studies
5. US 101/I-580 Multimodal and Local Access Improvements
6. Bellam Blvd Off-Ramp from US 101
7. US 101 & Marin City Flood Mitigation Coordination
8. US 101 Part-Time Transit Lane

US 101 – Marin Sonoma Narrows B7 & B8

Current Phase:

Construction (B7) & Final Design (B8)

Update from Prior Report:

- MSN B7 construction work began in July 2022, with recent storm delays.
- MSN B8 (utility relocation and Class 2 bike lane on San Antonio Rd.) is in final design with upcoming right-of-way (ROW) acquisition.

Issues:

- During construction of the MSN B7 project, field challenges and change orders must be managed effectively.
- MSN B8 ROW acquisition and/or utility undergrounding will be very challenging.

Upcoming Activities:

- Continue construction of B7
- Identify ROW needs and budget, research undergrounding, and complete the design package for B8.



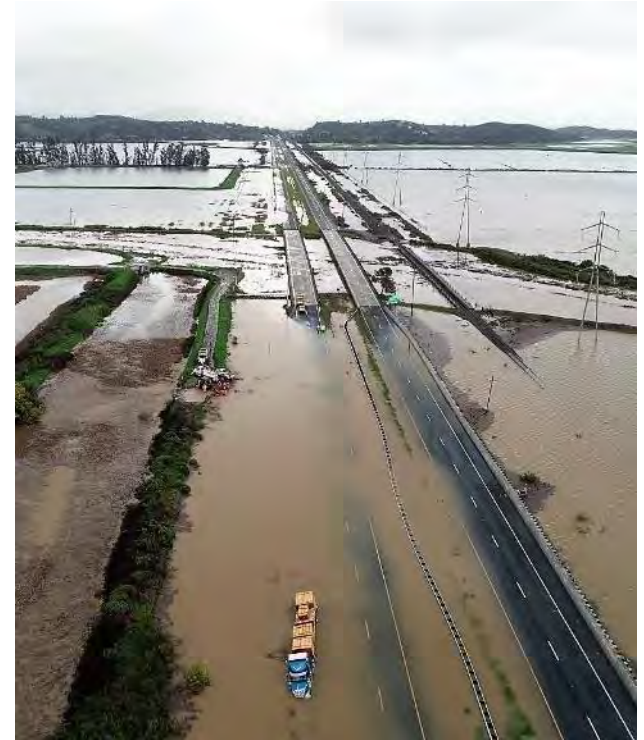
State Route 37

Current Phase:

Planning and Environmental Clearance

Update from Prior Report:

- Segment A1 (Marin) – Caltrans has revised the scoping for a draft environmental document to clear the “ultimate project” in Marin, starting with the replacement of Novato Creek Bridge.
- Segment B, Sears Point to Mare Island Improvement project - MTC/Caltrans anticipates the release of the final environmental document (ED) during Q1 of 2023 in conjunction with a partnership agreement with permitting agencies.
- Corridor-wide – Caltrans completed and published the PEL Study in December 2022.
- SMART was added to the Resilient SR37 MOU for planning and coordination.
- Funding:
 - \$20 million state earmark for Marin Segment A secured for TAM and Caltrans to proceed to design.
 - MTC did not receive IIJA-Rural Surface Transportation funds for Segment B and Ultimate project.
 - SB 1050 tolling bill did not advance in Legislature, so CTC tolling authority is being pursued instead.
 - RM3 litigation status may present opportunities



State Route 37 (cont.)

• Issues:

- Environmental aspects of Segment B project under discussion
- Additional funding needed for environmental work for Ultimate project
- Construction funding needed for all segments

• Upcoming Activities:

- CTC tolling authority application in Spring 2023
- Ongoing discussions regarding Segment B
- Transit planning for corridor (near-term, related to Segment B)
- Finalize agreements for state earmark for Segment A1 and advancement of environmental document
- North Bay TAs will work to prioritize PEL project segments for ultimate condition
- Pursuit of funding



North/South Greenway Gap Closure

Current Phase:

Design for Old Redwood Highway Path

Update from Prior Report:

- Added funding to close a shortfall.
- Continue with project close-out activities.
- Finalizing design and construction documents.

• Issues:

- Working with Caltrans to obligate federal funds.
- Working with Caltrans to issue an encroachment permit.

• Upcoming Activities:

- Gain necessary approvals and release project for construction bidding. Larkspur is implementing the project during the construction phase.



Highway 101 Interchange Studies

Current Phase:

- Entering the Project Initiation Document (PID) Phase for the three selected interchange locations.
 1. East Blithedale/Tiburon Blvd (SR 131)
 2. Manual T. Freitas Parkway/Civic Center Drive
 3. Alameda Del Prado/Nave Drive

Update from Prior Report:

- Moving forward with the recommendations from the Board-approved Implementation Plan.

Issues:

- None

Upcoming Activities:

- Continue PID development working with Caltrans, Transit Agencies and the County, Cities & Towns.



101/580 Multimodal and Local Access Improvements

Current Phase:

Planning

Update From Prior Report:

- Discussions with Caltrans on Project Study Report (PSR) Comments
- Meetings underway to coordinate outreach with this project and other San Rafael planning efforts.

Issues:

- Caltrans approval of non-standard features
- Caltrans comments on VMT, Sea Level Rise and ramp metering
- Funding shortfall for construction

Upcoming Activities:

- Resubmittal of PSR to Caltrans
- Bring MOU between agencies to TAM Board for consideration



Bellam Boulevard Off-Ramp Improvements

Current Phase:

Design

Update From Prior Report:

- Meeting with Caltrans to finalize design exceptions
- Seeking a federal RAISE grant
- Reprogramming of Local Partnership funds
- Additional Measure funds from San Rafael to replace reduced Local Partnership funding

Issues:

- Over \$3M budget shortfall
- Tight construction window due to tree removal

Upcoming Activities:

- Funding applications under consideration
- ROW negotiation
- Determine agency for construction administration



US 101 & Marin City Flood Mitigation Coordination

Current Phase:

Planning

Update from Prior Report:

- Preparing agreements for \$10M State Earmark
- Coordinating with Senator McGuire's office, Caltrans and County
- Five projects preliminarily identified by County and Caltrans

Issues:

- US 101 near Marin City and the Manzanita Park & Ride lot experiencing flood events due to a combination of roadway settlement, sea level rise, higher King tides, and maintenance challenges, sometimes closing off access to these areas.

Upcoming Activities:

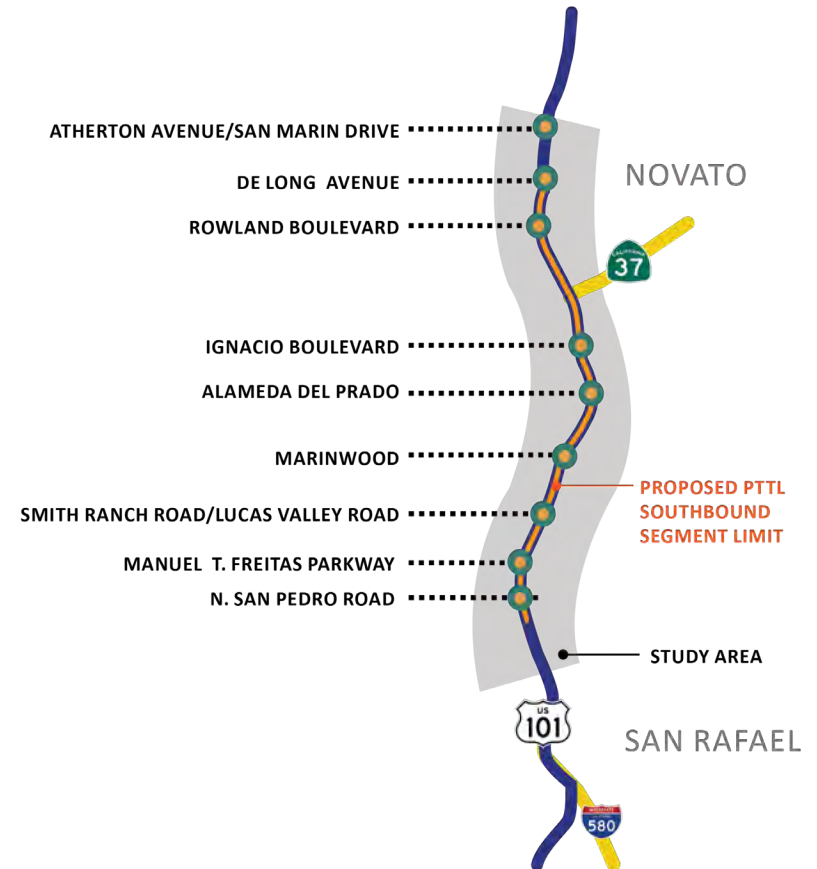
- Staff is actively engaged with Caltrans and County of Marin to prioritize improvement projects and identify funding plan.
- Community outreach meeting series to follow.



Photo courtesy of Pacific Sun

US 101 Part-Time Transit Lane

- Feasibility Study Completed in 2019
- Pilot Project would provide transit priority during AM peak period between DeLong Ave and Lincoln Ave in the Southbound Direction
- MTC Programming and Allocations Committee expected to approve staff recommendation of \$1.25M for PID and PAED phase of project
- TAM is submitting a TIRCP application for remaining costs of project development and construction as part of a joint application with Marin Transit and GGBHTD





Questions and Discussion