



FUNDING, PROGRAMS & LEGISLATION EXECUTIVE COMMITTEE MEETING

FEBRUARY 13, 2023

2:00 P.M.

Zoom

<https://us02web.zoom.us/j/85390710355?pwd=c2lnSzVINXE2c2nhXUVZozU3kweIA0QT09>

Webinar ID: 853 9071 0355

Passcode: 571956

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Corte Madera
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Kevin Carroll

Mill Valley
Urban Carmel

Novato
TBD

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

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

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.

How to watch the live meeting using the Zoom link:

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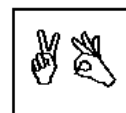
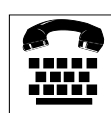
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How to provide comment on agenda items:

- 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.
- 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.
- 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.



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

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. Programming Commitment for Cycle 5 Local Partnership Program Formula Funds (Action) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE

JANUARY 9, 2023
2:00 PM

Virtual Meeting

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council
Brian Colbert, San Anselmo Town Council, Committee Chair
Katie Rice, County of Marin Board of Supervisors
Mary Sackett, County of Marin Board of Supervisors
Urban Carmel, Mill Valley City Council

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 and 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 Colbert called the meeting to order at 2:01 p.m.

Chair Colbert 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 Funding, Programming and Legislation (FP&L) Executive Committee was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report (Discussion)

None.

2. Commissioner 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 Vehicles (EVs).

ED Richman also reported on the recent flooding of State Route (SR) 37 due to the winter storms; and that 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.

In response to Commissioner Sackett, ED Richman explained that TAM will send a comment letter supporting the recommendations to MTC staff in advance of the Programming & Allocations Committee meeting.

4. Open Time for Public Expression

Chair Colbert asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, closed this item.

5. Approval of Meeting Minutes from November 14, 2022 (Action)

Commissioner Rice moved to approve the Minutes of the November 14, 2022 meeting, which was seconded by Commissioner Fredericks. A roll call vote was conducted, Commissioners Carmel, Colbert, Fredericks, and Rice voted aye; and Commissioner Sackett abstained. The motion passed with 4 ayes and 1 abstention.

6. Adopt the 2023 Legislative Platform (Action)

ED Richman introduced Legislation Consultant Gus Khouri of Khouri Consulting to present the proposed 2023 TAM Legislative Platform, which TAM staff recommends that the FP&L Executive Committee reviews and refers to the TAM Board for approval.

Mr. Khouri reported that the Legislative Platform is used to guide policy decisions and communicate TAM's goals and the County's transportation needs to the Legislature and other agencies, such as MTC and the Self-Help Counties Coalition (SHCC).

Mr. Khouri further reported on TAM's proposed 2023 Legislative Platform, highlighting goals including acquiring state funding for TAM's priority projects; addressing mobility and meeting state climate change mandates; leveraging regional partnerships; enhancing multi-modal options; seeking efficiencies; and pursuing federal opportunities.

ED Richman explained that the 2023 TAM Legislative Platform is shared with TAM's partner agencies, including Marin Transit (MT) and the County of Marin in order to align goals as much as possible.

In response to Commissioner Carmel, ED Richman explained that in general, the Legislative Platform is approved by the Board early in the calendar year, and then as more bills are introduced, the Board will discuss positions throughout the Spring and into the Summer, with a final summary upon the close of the legislative session in the Fall.

In response to Commissioner Rice, Mr. Khouri provided examples of TAM's proactive lobbying efforts including support for Senate Bill (SB) 83 and commuter benefit legislation. Commissioner Rice also commented that perhaps future efforts might include a reassessment of the current limit on the Vehicle Registration Fee (VRF); and that it is important to retain latitude within the platform.

Chair Colbert expressed support for aligning the platform with other partner agencies and commented that perhaps the platform include language that supports funding for an operation and maintenance facility for MT. Mr. Khouri explained that it may be most appropriate to include such language within the goal of enhancing multi-modal options; and Commissioner Rice commented that such language could dovetail with the electrification of fleet vehicles.

ED Richman explained that TAM and MT will be resubmitting a joint application to the Transit and Intercity Rail Capital Program (TIRCP) for Part-Time Transit Lanes (PTTL), electrification of vehicles and facility upgrades to support the aforementioned projects. ED Richman indicated that because the TIRCP is focused on projects that reduce greenhouse gas (GHG) emissions, a request for a new stand-alone facility for MT may not meet that requirement. ED Richman suggested adding language that supports funding for such a facility for MT to both the state and federal sections of the legislative platform.

Chair Colbert expressed support for adding language that supports funding for an operation and maintenance facility for MT to both the state and federal sections of the legislative platform.

Chair Colbert 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 Sackett moved to refer the proposed 2023 Legislative Platform to the TAM Board for approval, which was seconded by Commissioner Fredericks. A roll call vote was conducted, and the motion passed unanimously.

7. De-Program and Re-Program Cycle 3 Local Partnership Program Formula Funds (Action)

Director of Legislation and Programming David Chan presented this item, which recommends that the FP&L Executive Committee reviews and recommends deprogramming \$1.756 million in Local Partnership Program (LPP) Formula funds from the Bellam Boulevard Off-Ramp Project and re-programming \$1.1 million to Larkspur's Old Redwood Highway Multi-Use Pathway and \$656,000 to San Rafael's Grand Avenue Class IV Cycle Track Project in order to meet state program requirements and deadlines.

Mr. Chan provided an overview of the SB 1 LPP, including background and prior programming action. Mr. Chan also reported on the current proposal to reprogram funds, including project consideration and funding details for the Bellam Boulevard Off-Ramp Project, Larkspur's Old Redwood Highway Multi-Use Pathway, and San Rafael's Grand Avenue Class IV Cycle Track Project.

In response to Commissioner Carmel, ED Richman explained that Larkspur's Old Redwood Highway Multi-Use Pathway project is phase two of the northern segment of the North-South Greenway Project, which continues from the Pathway over Corte Madera Creek to the Pedestrian Overcrossing (POC); and that the southern segment of the North-South Greenway Project is a separate project that is not currently funded.

In response to Commissioner Sackett, ED Richman explained that the reprogramming of funds to Larkspur's Old Redwood Highway Multi-Use Pathway would be used to complete this second and final phase of the northern segment of the North-South Greenway Project. ED Richman also explained that the southern segment of the North-South Greenway Project still needs to go through various project development phases before construction.

Chair Colbert 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 nomenclature clarifications in response to WTB-TAM's public comment letter. Mr. Hartzell also expressed support for the reprogramming of funds to Larkspur's Old Redwood Highway Multi-Use Pathway; and encouraged TAM to prioritize the project development funding necessary to bring the southern segment of the North-South Greenway Project to shovel-ready status.

Commissioner Rice expressed support for this item; and requested that TAM staff provide an update on the entirety of the North-South Greenway to the FP&L Executive Committee and/or the TAM Board in order to better understand the goals and priorities.

Commissioners Carmel, Fredericks and Sackett, and Chair Colbert also expressed interest in receiving an update on the entirety of the North-South Greenway in order to have a broader understanding of the local and regional goals.

Commissioner Carmel moved to refer the recommendation to deprogram \$1.756 million in LPP Formula funds from the Bellam Boulevard Off-Ramp Project and reprogram \$1.1 million to Larkspur's Old Redwood Highway Multi-Use Pathway and \$656,000 to San Rafael's Grand Avenue Class IV Cycle Track Project to the TAM Board for approval, which was seconded by Commissioner Sackett. A roll call vote was conducted, and the motion passed unanimously.

8. Marin-Sonoma Bike Share Program Request for Proposals (Discussion)

Principal Transportation Planner Scott McDonald presented this item for discussion, which included a program overview and background, recent activity, and next steps.

Commissioner Carmel commented on the need for electric bike (e-bike) storage; and inquired about comparable bike share programs in a suburban context. Mr. McDonald explained that e-bike parking/storage is an essential component of e-bike infrastructure and that TAM will continue to seek out funding opportunities to that effect. Mr. McDonald also explained that there was a slight decline in usage of the Bay Wheels regional system in areas such as Berkeley and Oakland during the pandemic, however, that was coupled with decreased transit ridership, as well. Mr. McDonald further explained that the Marin-Sonoma Bike Share Program will be a pilot program in which data will be collected to determine if the program is both sustainable and scalable.

Commissioner Sackett commented that potential contractors/vendors should take neighboring jurisdictions into account when submitting proposals; and expressed support for increased micro-mobility opportunities in key areas throughout the County.

Commissioner Rice commented that analysis, investment and exploration into a bike share program should be informed in part by data collected from transit riders and other potential users. Mr. McDonald explained that in reference to long-term e-bike parking, TAM can work with local agencies to determine demand; and that significant data was collected before the initial system launch with Bolt Mobility.

Chair Colbert commented that perhaps an exploration into secure e-bike parking facilities could be done in parallel with the bike share program.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells commented that given limited resources, an increased concentration of bikes at specific locations is more beneficial than spreading resources across all cities along the Sonoma Marin Area Rail Transit (SMART) corridor and would result in a larger user base; and that the National Association of City Transportation Officials (NACTO) recommends approximately 1,000 feet between bike share stations. Mr. Wells also commented on the need for secure e-bike parking within multi-family housing and along commercial and retail corridors.

Mr. Hartzell also expressed support for a higher concentration of e-bikes across fewer bike share stations, and that the Civic Center, downtown San Rafael, and Larkspur SMART stations may be the best candidates.

Larkspur City Council Member and incoming TAM Commissioner Pat Ravasio expressed support for continued pedestrian and bicycle intermodal transportation improvement projects.

Commissioner Carmel commented that without empirical data showing that a bike share program is viable in Marin, investment should be focused on improving e-bike infrastructure for existing and future e-bike owners versus a bike share program.

Commissioner Rice commented that the grant funds could be used for its described eligibilities.

ED Richman explained that the funds were distributed by MTC to the Sonoma County Transportation Authority (SCTA) and TAM specifically for a bike share program along the SMART corridor, as part of a larger Bay Area bike share grant program.

In response to Commissioner Rice, Mr. McDonald explained that the cities located along the SMART corridor are listed in the grant agreement and the intended use is for bike share.

ED Richman reiterated that this program is intended to be a pilot program, which will be reassessed after a limited duration.

Commissioner Sackett commented that a bike share program could provide a valuable service for those who cannot afford to purchase an e-bike; and mitigates the need to bring e-bikes onto public transit vehicles.

ED Richman explained that TAM staff will provide an update to the FP&L Executive Committee and the TAM Board once the Request for Proposal (RFP) process is finalized.

The meeting was adjourned at 3:30 p.m.

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DATE: February 13, 2023

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

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Director of Programming and Legislation

SUBJECT: Programming Commitment for Cycle 5 Local Partnership Program Formula Funds (Action), Agenda Item No. 6

RECOMMENDATION

The Funding, Programs & Legislation (FP&L) Executive Committee reviews and recommends programming of approximately \$1.1 million in Cycle 5 Local Partnership Program (LPP) Formula funds to Corte Madera for the Tamalpais Overcrossing Project.

BACKGROUND

LPP is one of the transportation funding programs created by the Road Repair and Accountability Act of 2017, Senate Bill 1 (SB1). LPP rewards counties, cities, districts, and regional transportation agencies with voter-approved fees or taxes solely dedicated to transportation improvements. LPP is divided into two programs of funding – a Formulaic Program in which a specific amount of funding is set aside by formula for eligible recipients, and a Competitive Program whereby agencies compete for statewide funds. Both Programs of LPP are administered by the California Transportation Commission (CTC). Only the Formulaic Program will be discussed for the purpose of this memo.

TAM is an eligible recipient of the SB1 LPP Formula funds because of the voter-approved Measure A/AA Transportation Sales Tax and \$10 Measure B Vehicle Registration Fee (VRF). Whereas, the towns, cities, and County receive annual Local Street and Road (LSR) funding from SB1, TAM receives LPP Formula funds from SB1.

TAM received \$1.756 million in Cycle 3 LPP Formula funds that can be programmed in FY2020-21, FY2021-22, and FY2022-23. On January 26, 2023, the TAM Board programmed Cycle 3 LPP Formula funds in the amounts of \$1.1 million to Larkspur's Old Redwood Highway Multi-Use Pathway and \$656,000 to San Rafael's Grand Avenue Class IV Cycle Track Project.

Also on January 26, 2023, the TAM Board authorized a commitment to program \$1.164 million in Cycle 4 LPP Formula funds to defray a funding shortfall for the construction phase of the Bellam Boulevard Off-Ramp Project. Cycle 4 LPP Formula funds can be programmed in FY2023-24 and FY2024-25.

Cycle 5 LPP guidelines are anticipated to be released in early 2025. The anticipated amount available from Cycle 5 LPP Formula funds for TAM to program is approximately \$1.1 million. The funds can be programmed in FY2025-26 and FY2026-27 and must be applied to projects that can exhibit a one-to-one match of non-CTC approved funds.

DISCUSSION/ANALYSIS

Staff is proposing to commit the programming of all available Cycle 5 LPP Formula funds to Corte Madera for the Tamalpais Drive Overcrossing Project, which is a countywide significant project. It is expected that \$1.1 million will be available from this source. This commitment is recommended because the relatively small amount of local funds will leverage over \$40 million in investments from Caltrans and the Town of Corte Madera in order to deliver a significant project for Marin. The commitment is proposed to be subject to certain conditions as discussed later in this report.

Tamalpais Drive Overcrossing Project

The California Department of Transportation (Caltrans) prepared the Initial Study for the Tamalpais Drive Overcrossing Project. The Project features seven alternatives (including a no-build alternative) to construct an Americans with Disabilities Act (ADA) compliant structure across U.S. 101 at the Tamalpais Drive Overcrossing. The Project also includes seismic structural improvements.

Corte Madera passed a resolution to support an alternative that is referred to as Design Option 4B. Design Option 4B proposes to remove the two existing pedestrian spiral walkway ramps and construct two new pedestrian ramps. ADA improvements also include bridge widening (for bicycle and pedestrian improvement access) and a new pedestrian/bike sidewalk at the southwest intersection on Tamalpais Drive to Casa Buena Drive. Proposed work at the Southbound (SB) US 101 off-ramp intersection includes ramp widening for a new bus stop and bus pullout. This option will reconfigure the Northbound (NB) and SB 101 on-ramps, and NB and SB 101 loop-ramps to signalized intersections.

Project Status

Caltrans has released the environmental document for public review and comment and is scheduled to adopt the preferred alternative in late February 2023. In order to adopt the preferred alternative, the project must show a full funding plan or at a minimum have an understanding that partners will seek additional funds to close any funding shortfall while the project is under design. Caltrans has programmed funding for an alternative that meets the Purpose and Need Statement for the project, but it is less than the cost of Design Option 4B selected by the community.

Design Option 4B Cost and Funding Plan

The total estimated cost for Design Option 4B is \$43.96 million. Currently, Caltrans has programmed and made additional funding commitments in the amount of \$38.66 million to the project. Corte Madera plans to contribute \$3 million to Design Option 4B for a total of \$41.66 million available. Design Option 4B is still facing a \$2.3 million deficit. Upon TAM Board approval of the programming commitment of Cycle 5 LPP Formula funds, the deficit will be reduced to approximately \$1.2 million. Also, in the Fall of 2022, Corte Madera applied for \$13.28 million for this project from the federal Bridge Improvement Program (BIP), a competitive funding program of the Infrastructure, Investment and Jobs Act (IIJA). As of the writing of this memo, grant award selections have yet to be announced for the program. Corte Madera and TAM will continue to actively look for funding opportunities.

Shortfall Scenario

Caltrans has indicated it is unable to secure additional funds to contribute to the remaining shortfall. If additional funds cannot be secured, Caltrans will need to consider another alternative, other than Design Option 4B. It is also possible that during the design phase, value engineering or other cost cutting steps could be considered. If this option is chosen, then it is still possible for Caltrans to proceed with the environmental phase and select Design Option 4B as the preferred alternative. The risk is that if Design Option 4B is selected, Caltrans may defer to local agencies to fill the funding gap.

The table below summarizes the current Funding Plan for Design Option 4B.

Project Funding Plan (in millions)	
Cost – Design Option 4B	\$43.96
Funding	
Caltrans SHOPP	\$26.20
Other Caltrans Funds	\$12.46
Caltrans Funds	\$38.66
Town of Corte Madera	\$ 3.00
Current Available	\$41.66
Proposed TAM LPP Formula Funds	\$ 1.10
Subtotal	\$42.76
Remaining Shortfall	\$ 1.20

Funding Conditions

As shown in the table above, the project is still experiencing a shortfall even with TAM's Cycle 5 LPP Formula funds. Caltrans, Corte Madera, and/or TAM will continue to look for funding opportunities to close the funding gap. If the partners are successful in securing more funds than the remaining shortfall, including the pending federal BIP award, or if Caltrans opts to deliver a lower-cost design option and the funds indicated in the table above are not all needed, TAM's Cycle 5 LPP Formula funds will be the first to be deprogrammed from the project and returned to TAM. Corte Madera will make no claims for the unused Cycle 5 LPP Formula funds to be programmed to other Corte Madera projects.

Additionally, Caltrans is engaging in discussions with Marin Transit and Golden Gate Transit about the bus facilities in the proposed project design. TAM staff is supportive of the consideration of transit and encourages continuing discussion and resolution.

FISCAL CONSIDERATION

Once available from the CTC, LLP Formula funds will be programmed directly to Corte Madera and will have no direct impacts to TAM's Annual Budget.

NEXT STEPS

At the appropriate time, TAM will develop a programming and allocation request to be submitted to the CTC for the Cycle 5 LPP Formula funds, if needed. If the funds are not needed, staff will return to the TAM Board for options to program the available funds to other projects.

ATTACHMENTS

Attachment A – PowerPoint Presentation

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Item 6 - Attachment A

Cycle 5 Local Partnership Program Formula Funds

Transportation Authority of Marin
Funding, Programs & Legislation Executive Committee

February 13, 2023

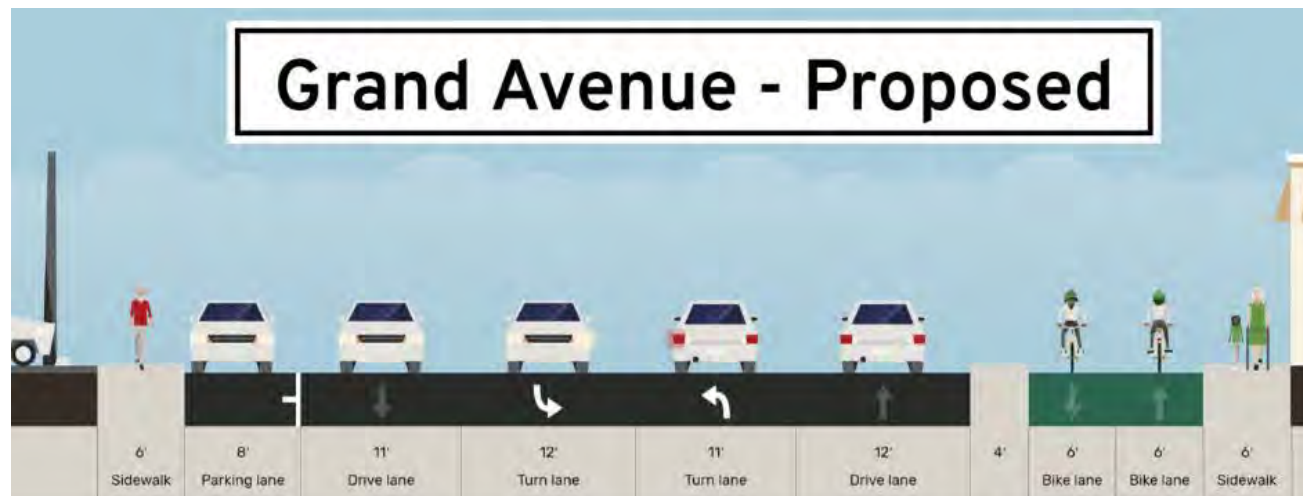
Background

- Local Partnership Program (LPP) was created by Senate Bill (SB) 1 to reward agencies with voter-approved fees or taxes solely dedicated to transportation improvements
- LPP is administered by the CTC and divided into two programs – a Formulaic Program and a Competitive Program
- TAM is an eligible recipient because of the voter-approved Measure A/AA and Measure B



Prior LPP Programming Actions

- Cycle 3 - On January 26, 2023, the TAM Board approved the programming of Cycle 3 LPP Formula funds:
 - \$1.1 million for Larkspur's Old Redwood Highway Multi-Use Pathway and
 - \$656,000 for San Rafael's Grand Avenue Class IV Cycle Track Project
- Cycle 4 - Also on January 26, 2023, the TAM Board authorized a commitment to program \$1.164 million in Cycle 4 LPP Formula funds to the Bellam Boulevard Off-Ramp Project



Cycle 5

- Cycle 5 LPP guidelines are anticipated to be released in early 2025
- Anticipated amount available for TAM to program is approximately \$1.1 million
- Cycle 5 LPP Formula funds can be programmed in FY2025-26 and FY2026-27
- Must be applied to projects that can exhibit a one-to-one match of non-CTC approved funds

Cycle 5 Programming Proposal

- Program all available Cycle 5 LPP Formula funds to Corte Madera for the Tamalpais Drive Overcrossing Project
- Unique opportunity to deliver a major project with additional, locally-supported active transportation features, for a relatively small local investment
- Subject to certain proposed conditions



Tamalpais Drive Overcrossing Project

- Caltrans prepared the Initial Study for the Tamalpais Drive Overcrossing Project
- The Project features seven alternatives (including a no-build alternative) to construct an Americans with Disabilities Act (ADA) compliant structure across U.S. 101 at the Tamalpais Drive Overcrossing with seismic structural improvements
- Corte Madera supports an alternative that is referred to as Design Option 4B



Design Option 4B

- Elements of Design Option 4B include:
 - Removes the two existing pedestrian spiral walkway ramps and constructs two new pedestrian ramps
 - ADA improvements such as bridge widening for bicycle and pedestrian improvement access
 - New pedestrian/bike sidewalk at the southwest intersection on Tamalpais Drive to Casa Buena Drive
 - New ramp widening for a new bus stop and bus pullout at the Southbound (SB) US 101 off-ramp intersection; transit features still under discussion
 - Reconfigure the Northbound (NB) and SB 101 on-ramps, and NB and SB 101 loop-ramps to signalized intersections
 - Seismic improvements

Project Status

- Caltrans scheduled to finalize EIR and adopt the preferred alternative in late February 2023
 1. Project must show a full funding plan or
 2. Local partners will seek additional funds while the project is under design
- Caltrans has programmed funding for an alternative that is less than Design Option 4B supported by Corte Madera; however, has also committed \$12M in additional funds to help close the gap
- Caltrans has indicated it is unable to secure additional funds to contribute to the remaining shortfall for Design Option 4B
- During the design phase, value engineering or other cost cutting steps could be considered to lessen funding demands
- Caltrans may look to local agencies to fill the funding gap if shortfall persists
- Corte Madera applied for federal Bridge Improvement Program grant

Project Funding Plan

Project Funding Plan (in millions)	
Current Estimated Cost – Design Option 4B	\$43.96
Funding	
Caltrans SHOPP	\$26.20
Other Caltrans Funds	\$12.46
Caltrans Funds	\$38.66
Town of Corte Madera	\$ 3.00
Current Available	\$41.66
Proposed TAM LPP Formula Funds	\$ 1.10
Subtotal	\$42.76
Remaining Shortfall	\$ 1.20

Proposed Funding Conditions

- Funding shortfall remains even with TAM's Cycle 5 LPP Formula funds
- Caltrans, Corte Madera, and/or TAM will continue to look for funding opportunities to close the funding gap
- If excess funds become available, or if Caltrans delivers a lower-cost design option, TAM's Cycle 5 LPP Formula funds will be the first funds to be deprogrammed from the project and returned to TAM
- Corte Madera will make no claims for the unused Cycle 5 LPP Formula funds to be programmed to other Corte Madera projects
- TAM encourages continued discussion of transit facility issues



Next Steps

- Staff will continue to monitor project developments with partners to ensure funding conditions are met.
- At the appropriate time, TAM will develop a programming and allocation request to be submitted to the California Transportation Commission (CTC) for the Cycle 5 LPP Formula funds, if needed.
- If the funds are not needed for the Tamalpais Overcrossing Project, staff will return to the TAM Board for options to program the available funds to other projects.

Questions and Feedback

Thank you!