



DATE: February 23, 2023

TO: Transportation Authority of Marin Board of Commissioners

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. 6e

RECOMMENDATION

The Board programs approximately \$1.1 million in Cycle 5 Local Partnership Program (LPP) Formula funds to Corte Madera for the Tamalpais Overcrossing Project.

On February 13, 2023, the Funding, Programs & Legislation (FP&L) Executive Committee reviewed staff's recommendation and voted unanimously to refer the programming of the \$1.1 million LPP Formula funds to Corte Madera for the Tamalpais Overcrossing Project to the Board for approval.

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.

Attachment A is a schematic on Design Option 4B. The legend on the schematic may be difficult to read. Greater details on Design Option 4B and the other alternatives can be found at the website linked below.

Project Status

Caltrans has released the environmental document for public review and comment and is scheduled to adopt the preferred alternative in late February/early March 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.

Details on the Project's Initial Study Report, project alternatives, and Caltrans' website on the Tamalpais Drive Overcrossing Project may be found on Corte Madera's website linked here:

<https://www.townofcortemadera.org/1101/CalTrans-US-101-Tamalpais-Drive-Overcrossing>

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. Of the \$3 million committed by Corte Madera, \$500,000 is specifically designated for aesthetic improvements (landscaping, lighting, etc.).

Even with this local contribution, 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.

ATTACHMENT

Attachment A – Design Option 4B Drawing

