



ADMINISTRATION, PROJECTS & PLANNING  
EXECUTIVE COMMITTEE MEETING

SEPTEMBER 11, 2023  
3:30 P.M.

TAM CONFERENCE ROOM  
900 FIFTH AVENUE, SUITE 100  
SAN RAFAEL, CALIFORNIA

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**Belvedere**  
Nancy Kemnitzer

**Corte Madera**  
Pat Ravasio

**Fairfax**  
Chance Cutrano

**Larkspur**  
Kevin Carroll

**Mill Valley**  
Urban Carmel

**Novato**  
Rachel Farac

**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

*This meeting will be held in-person and via Zoom webinar.*

**How to watch the live meeting using the Zoom link:**

<https://us02web.zoom.us/j/83035113530?pwd=Ym1lVHdnUHZycllGN2VPZVlBY0Zrdz09>

Webinar ID: 830 3511 3530  
Passcode: 891953

**Teleconference:** Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 3:30 PM on the day of the meeting: **+1 669 900 6833**; Access Code: 830 3511 3530; Password: 891953

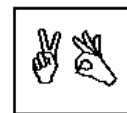
**How to provide public comment (limited to 2 minutes or less):**

**Before the meeting:** Please email your comment to [info@tam.ca.gov](mailto:info@tam.ca.gov), no later than 5:00 p.m. Sunday, September 10, 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:** For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click 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. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to [info@tam.ca.gov](mailto:info@tam.ca.gov), and will be read (up to 2-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 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](mailto:jdoucette@tam.ca.gov) no later than 5 days before the meeting date.

## AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.)
4. Approval of Meeting Minutes from June 12, 2023 (Action) – **Attachment**
5. Review of the Semi-Annual Project Status Report (Action) – **Attachment**
6. Highway 101 Interchange and Approaching Roadway Studies Update (Discussion) – **Attachment**



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

JUNE 12, 2023  
4:00 PM

TAM CONFERENCE ROOM  
900 FIFTH AVENUE, SUITE 100  
SAN RAFAEL, CALIFORNIA

**MEETING MINUTES**

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

Members Absent: None

Staff Members Present: Anne Richman, Executive Director  
Bill Whitney, Principal Project Delivery Manager  
Dan Cherrier, Director of Project Delivery  
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  
Scott McDonald, Principal Transportation Planner

*Chair Lucan called the meeting to order at 4:00 p.m.*

Chair Lucan 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 & Commissioners Comments (Discussion)**

None.

**2. Executive Director's Report (Discussion)**

Executive Director (ED) Anne Richman reported that the North-South Greenway Project over the Corte Madera Creek won the Active Transportation Project (ATP) of the Year Award from the California Transportation Foundation (CTF); and that TAM was awarded a \$400,000 planning grant from the Metropolitan Transportation Commission (MTC) for Mobility Hubs.

ED Richman also reported that TAM issued a Call for Projects with Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 funding on May 30 with project applications due July 18, 2023; and that the Marin-Sonoma Narrows (MSN) project reached a major milestone when the southbound traffic shifted to its new alignment on June 10.

Lastly, ED Richman reported on the Highway 101 Interchange Studies public workshops announced for June and July.

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

### **3. Open time for public expression**

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

Member of the Public Clayton Smith commented on the importance of public noticing for the upcoming Highway 101 Interchange Studies public workshops; and that more public engagement will contribute to project designs that better address traffic congestion and circulation.

### **4. Approval of Meeting Minutes May 8, 2023 (Action)**

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

Commissioner Moulton-Peters moved to approve the Minutes of the May 8, 2023 meeting. Commissioner Cutrano seconded the motion, which passed unanimously.

### **5. North-South Greenway & Cross Marin Bikeway Status Report (Action)**

Senior Transportation Planner Scott McDonald provided an overview of the purpose and background of the North-South Greenway & Cross Marin Bikeway Status Report (Report), which identifies the remaining gaps in the North-South Greenway (NSGW) and Cross Marin Bikeway (CMB) corridors; and introduced Sam Schwartz Associate Julie Polak to co-present this item. Mr. McDonald recommended that the AP&P Executive Committee reviews the Report, provides input and recommends the TAM Board to review and accept the report at its June 22, 2023 Board meeting.

Ms. Polak provided information regarding research efforts and outreach; corridor mapping; report structure and considerations; bicycle facility terminology; and segment map specifications. Ms. Polak also provided an overview of the existing gaps in both corridors; and highlighted key completed improvements and existing segments in need of improvements.

Mr. McDonald provided an outline of potential next steps, including monitoring, planning and funding.

In response to Commissioner Colin, Mr. McDonald explained that the draft Report has been shared with partner agencies; and that the report may be used as a resource when applying for grants that consider gap closures in funding formulas. ED Richman explained that TAM is available to assist jurisdictions in applying for grants; and that closing the remaining gaps will require extensive collaboration. Commissioner Colin commented that perhaps certain "current alignments" could become the generally accepted routes should the closure of the gaps associated with those alignments be unfeasible.

Commissioner Moulton-Peters commented that the Horse Hill Trail is an alternative for the Alto Tunnel; and requested that the cost ranking for Segment 4/Gap 3 (Alto Tunnel) be shown in dollar signs to match the other formatting on the NSGW Gap Summary Table. Commissioner Moulton-Peters also commented that for future presentations it may be useful to include infographics depicting the timeline of completed projects.



In response to Commissioner Cutrano, TAM Director of Planning Derek McGill explained that a component of the Countywide Transportation Plan (CTP) will include discussion of a Countywide Active Transportation Plan, which could assess priorities throughout the bikeway corridors, including the level of pathway classification. Commissioner Cutrano commented that perhaps the ranking of gaps could prove useful for prioritizing planning efforts. ED Richman explained that larger grants are often reserved for construction, however, bicycle and pedestrian project development activities are eligible under the Measure AA Sales Tax Local Streets and Roads Category and Measure B; and that TAM is available to assist jurisdictions through the competitive grant process. ED Richman also explained that although more complicated, combining multi-jurisdictional planning opportunities could present a more competitive grant application.

Commissioner Cutrano commented that perhaps the Report should reflect and acknowledge linkages between the CMB, Fairfax-Bolinas Road, and open space for active transportation.

Commissioner Kuhl expressed support for the Report.

Chair Lucan expressed support for the Report; and commented that the remaining gaps along the Sonoma-Marin Area Rail Transit (SMART) right-of-way (ROW) have been brought to shovel-ready status to compete for grant funding. Commissioner Lucan also inquired about the process for updating information on publicly used online mapping platforms.

Mr. McDonald explained that the data used to populate the geographic information system (GIS) map used for the Report was derived from the local jurisdictions' bicycle and pedestrian plan updates.

Chair Lucan commented that perhaps there should be an entity that is responsible for verifying the accuracy of bicycle and pedestrian routes reflected by the major map providers.

Mr. McGill explained that major map providers may purchase data from open-source networks and that TAM staff would have to research and follow up to provide information on the verification process. Mr. McGill also explained that the mapping completed to date is for informational purposes.

Chair Lucan also commented that there are currently multiple names for certain portions of the corridors, and that perhaps there is an opportunity for TAM to play a role in clarifying the existing nomenclature.

Commissioner Moulton-Peters commented that Marin County Parks is in the process of launching a new signage campaign for the multi-use path in Mill Valley and could be a resource for obtaining information about rebranding the bikeway corridors.

ED Richman explained that although all of the jurisdictions have bicycle and pedestrian plans, the County as a whole does not have a unified Active Transportation Plan, which may be something TAM could pursue in the future.

Chair Lucan 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 expressed support for the Report; and commented that although some portions of the corridors are traversable, MCBC still considers them gaps if they are not accessible to all levels of riders. Mr. Wells also commented that the Safe Streets for All (SS4A) federal grant program could be a source of funding if gap closures were bundled into a larger project; and that MCBC often verifies that newly completed bicycle and pedestrian improvements are included in Google maps. Lastly, Mr. Wells advocated for renaming the NSGW the Great Redwood Trail in line with the SMART nomenclature to increase the possibility of competing for much larger state and federal grants by proposing to complete gaps within a 300-mile corridor versus an 8-mile corridor.

Mr. Smith commented that a price range should be included with the estimated project costs represented by dollar signs in the Report; inquired about the funding sources for the construction and maintenance of the pathways outlined in the Report; and commented that pathway usage should be audited.

Commissioner Cutrano made a motion to refer the Report to the TAM Board for acceptance at its June 22, 2023 Board meeting. Commissioner Colin seconded the motion, which passed unanimously.

*The meeting was adjourned at 5:05 p.m.*

DRAFT



**DATE:** September 11, 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. 5

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## RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee reviews and refers the September 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 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 four projects in the planning phase: (1) US 101/I-580 Multimodal and Local Access Improvement, (2) Studies of Highway 101 Interchanges and Approaching Roadways, (3) the US 101 Part-Time Transit Lane, and (4) Improvements in Marin City to reduce flooding.

**FISCAL IMPACTS**

Not applicable.

**NEXT STEPS**

The next Project Status Report update will be provided in early 2024.

**ATTACHMENTS**

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



# Transportation Authority of Marin

## Project Status Report

*September 2023*

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**ON-GOING PROJECTS**


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**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 (Planning & Active Phases) .....	12
Highway 101 Interchanges and Approaching Roadway Studies.....	14
Marin County US 101 Part-Time Transit Lane Study.....	16
Marin City Flood Mitigation.....	18

**C. OTHER**

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



**Project Status Report - Active**

**September 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 and is about one-third complete.
- The HOV lane project through the City of Petaluma in (MSN C2) is substantially complete. It is the final mainline project in Sonoma County.
- Various non-mainline projects are still outstanding and will require funding.

**Issues/Areas of Concern**

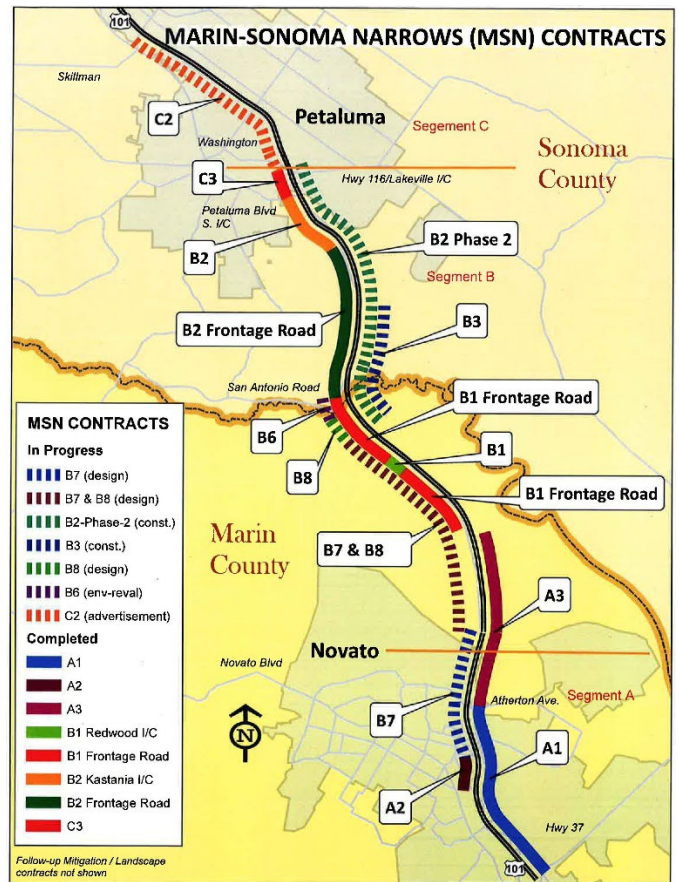
The MSN B7 project is fully funded with assistance from SB1 SCCP and MTC federal discretionary fund sources. The accompanying MSN B8 utility relocation project has entered the ROW acquisition phase and will encounter delay due to parcel owner resistance and funding. Minor vegetation restoration projects 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****September 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 is approximately one-third complete. The MSN B8 design is on-going. It will relocate major utility lines outside the Caltrans ROW and add Class 2 bike lanes to a 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 weathered its first winter, construction challenges and delays due to rains and sub-surface work must be managed effectively.
- The B8 project faces 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 about one-third complete, and encountered significant rain and adjacent road slip-out delays (Redwood Blvd) from its first winter.

- Stage 2 of the 4 stages is in-progress.
- Design support during construction will be augmented as construction progresses.
- MSN Executive Steering Committee (ESC) meeting was held in June to discuss the B8 utility relocation challenges.

**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
<b>TOTAL</b>	<b>\$142,500,000</b>

**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
<b>TOTAL</b>	<b>\$142,500,000</b>



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

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY18-12	7	Open	BKF Engineers	Design and Support Engineering Services and Construction Support	\$8,215,256	STIP ROW Fund & STP	\$7,820,767	95%
				TOTAL	\$8,215,256		\$7,820,767	95%

**Project Status Report - Active****September 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 opened for public use in July 2022 (Caltrans segment).
- The final design is complete for the portion of the project on Old Redwood Highway (City Segment).
- Construction on Old Redwood Highway scheduled for late 2023.

**Issues/Areas of Concern**

- None.

**Updates from Previous Report**

- Obtained encroachment permit from Caltrans.
- Obtained approval from the CTC to add \$1.1M LPP formula funds.
- Obtained approval from Caltrans for the federal CMAQ funding.
- City of Larkspur to add local funds to fully fund the project.
- The Caltrans portion of the Greenway has received the Active Transportation Project of the Year from the California Transportation Foundation.

**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	\$15,640,812
<b>TOTAL</b>	<b>\$20,840,812</b>

**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
Local (City of Larkspur)	\$150,000
BAAQMD TFCA	\$283,637
<b>TOTAL</b>	<b>\$20,840,812</b>

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

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY15-08	9	Open	Moffatt & Nichol	Environmental, Plans, Specifications and Estimates, Construction Administration (PAED, PS&E) (CON Support)	\$4,654,130	RM2, Measure AA	\$4,497,402	97%
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		\$17,556,831	99%

**Project Status Report - Active**

**September 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
<b>TOTAL</b>	<b>\$1,350,000</b>

**Funding by Source**

RM2	\$1,350,000
<b>TOTAL</b>	<b>\$1,350,000</b>

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

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
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**

**September 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**

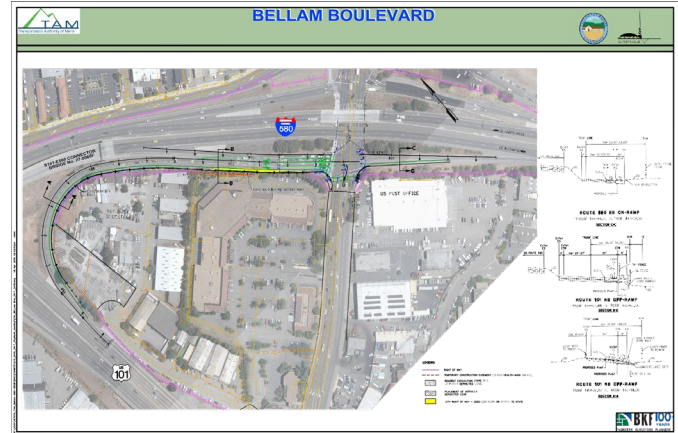
The CEQA document was recorded on August 15, 2018. Design approval from Caltrans is expected in Fall 2023. The Right of Way Agreement will be negotiated immediately following approval. The County of Marin has indicated that due to staffing shortages they may not be able to manage the construction. The Project 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 was unsuccessful in seeking federal funds from the RAISE Program. The current funding plan 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	Fall 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
<b>TOTAL</b>	<b>\$8,170,000</b>

**Funding By Source**

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

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

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY17-02	3	Open	BKF Engineers	Complete design services including environmental.	\$1,176,325	Measure A/AA Sales Tax	\$983,954	84%
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		\$1,047,842	85%

\*This agreement has expired.

**Project Status Report – Planning**

**September 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 to local communities within San Rafael and Larkspur. Studies have shown that separating regional traffic from local traffic will assist in this effort. In addition, the Project will 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**

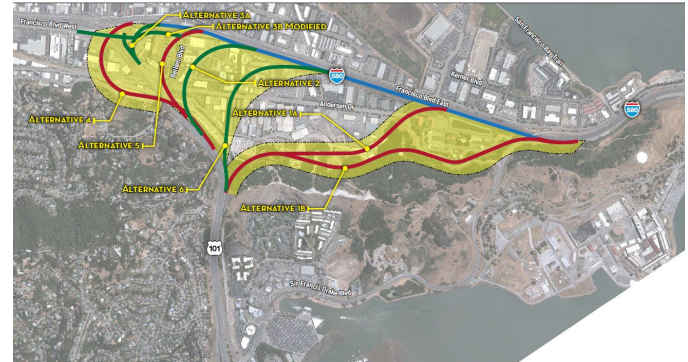
The draft Project Study Report (PSR) has been reviewed by Caltrans and is being circulated for signature. The first meeting of targeted outreach to residents in the area of the improvements is scheduled for September and has been coordinated with the City of San Rafael.

**Issues/Area of Concern**

- Significant comments from Caltrans regarding: ramp metering, sea level rise, VMT, and design exceptions.
- Additional funding likely needed for construction.
- Still exploring options to improve local circulation.

**Updates from Previous Report**

- Resolution of many major PSR comments has been deferred to the environmental stage.
- Traffic studies are underway to look at various local circulation options.



**Schedule**

Planning	2020
Environmental Clearance	2026
Design	2028
Right of Way and Utilities	2031
Construction	2033

**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
<b>TOTAL</b>	<b>\$192-315 M</b>

**Funding By Source**

RM 3	\$135,000,000
Measure A/AA Sales Tax	17,000,000
<b>TOTAL</b>	<b>\$152,000,000</b>



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

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
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	\$2,957,355	45%
C-FY20-02		Open	Fremier Enterprises Inc.	Project Management	\$400,000	Measure AA Sales Tax	\$238,650	60%
				TOTAL	\$7,002,000		\$3,298,005	47%

**Project Status Report – Planning & Active**

**September 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 project prioritization.

**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’ Segment A1 (Marin County) environmental clearance effort (PA/ED) is anticipated to be completed by the end of 2023. New state funding (\$20 million) was allocated to begin design work when ready. Caltrans recently announced in August that it has secured \$155 million in IJA-Protect funds for construction of Phase 1 (Novato Creek Bridge) of Segment A1.

MTC and Caltrans certified 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 with regulatory

agencies. Design effort has recently kicked off this interim improvement project. Construction funding is still being developed with the anticipated start of construction sometime in 2024-25.

Caltrans has completed and published the corridor wide PEL study which documents the preliminary consultation process with the regulatory agencies. A project implementation effort is anticipated to begin.



**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
<b>TOTAL</b>	<b>\$30,000,000+</b>

**Funding by Source – Segment A1**

Caltrans SHOPP	\$10,000,000
State Earmark	\$20,000,000
<b>TOTAL</b>	<b>\$30,000,000</b>

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

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
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**

**September 2023**

**Project:** Highway 101 Interchanges and Approaching Roadways Studies  
**Partners** Caltrans, Marin County, Marin’s Cities, Marin Transit, Golden Gate Transit  
**Jurisdiction(s)** Marin County, San Rafael, Novato 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

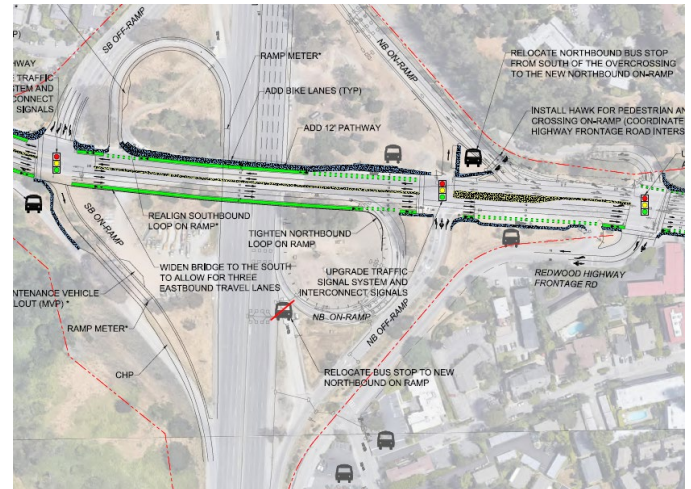
**Issues/Area of Concern**

None.

**Updates from Previous Report**

Work commenced on the preparation of the Project Initiation Document (PID). A round of public outreach was held with local BPAC’s and TAM hosts three workshop in

the vicinity of the three Interchanges. Positive feedback has been provided from the public.



**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
<b>TOTAL</b>	<b>\$4,431,000</b>

**Funding by Source**

Measure AA Sales Tax	\$4,431,000
<b>TOTAL</b>	<b>\$4,431,000</b>

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

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
C-FY20-09		Open	HNTB Corporation	Professional Engineering Services	\$4,431,000	Measure AA Sales Tax	\$2,054,531	46%
				TOTAL	\$4,431,000		\$2,054,531	46%

## Project Status Report – Planning

September 2023

<b>Project:</b>	<b>Marin County US 101 Part-Time Transit Lane Study</b>
<b>Partners</b>	Caltrans, Marin County, Marin's Cities, Marin Transit, Golden Gate Transit
<b>Jurisdiction(s)</b>	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. The next step will involve Project Initiation with Caltrans and determine funding availability.

### 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

Marin Transit was awarded \$1,107,000 from the MTC sponsored Transit Performance Initiative with TAM serving as the implementing agency. A local match in the amount of \$140,000 will be required. Marin Transit has submitted the application to transfer the funds to the FTA that will take place over the coming months.



### 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
<b>TOTAL (FY \$2019)</b>	<b>\$7,000,000</b>

### Funding by Source

Caltrans Planning Grant	\$350,000
<b>TOTAL</b>	<b>\$350,000</b>

**Project Status Report – Planning**

**September 2023**

**Project: Marin County US 101 Part-Time Transit Lane Study**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
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 & Active****September 2023****Project: Marin City Flood Mitigation Projects****Partners** Caltrans, County of Marin, and Transportation Authorities of Marin**Jurisdiction(s)** Marin County**Scope**

TAM is currently administering \$10 million in state earmark funds to distribute to Caltrans and the County of Marin for flood mitigation projects within the Marin City area of Marin County.

**Status**

Four projects have been identified by the County and one by Caltrans to be funded by the state earmark:

1. Potable Pump Station at Donahue Street
2. Permanent Pump Station in Existing Pond
3. Permanent Floodwall
4. Environmental Pond Dredging
5. Second Culvert Under Hwy 101 (Caltrans)

TAM and the County are in the process of executing a funding agreement to implement the County's four projects.

**Issues/Area of Concern**

US 101 near Marin City and the Manzanita Park & Ride lot continually experience 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.

**Updates from Previous Report**

TAM has secured the \$10M State Earmark, and is actively coordinating with Senator McGuire's office, Caltrans and County.

Five projects identified by County and Caltrans as listed above.

**Schedule**

Planning	N/A
Environmental Clearance	N/A
Design	N/A
Right of Way and Utilities	N/A
Construction	N/A

**Funding Distribution by Project/Activity**

Potable Pump Station	\$2,500,000
Permanent Pump Station	\$400,000
Permanent Floodwall	\$750,000
Pond Dredging	\$3,000,000
Second Culvert	\$2,850,000
TAM Administration	\$500,000
<b>TOTAL</b>	<b>\$10,000,000</b>

**Funding by Source**

County	TBD
Caltrans SHOPP	TBD
State Earmark	\$10,000,000
<b>TOTAL</b>	<b>\$10,000,000</b>



**Project Status Report – Planning & Active**

**September 2023**

**Project: Marin City Flood Mitigation Projects**

**Contracts and Agreements Managed by TAM**

<b>Contract or Agreement No.</b>	<b>Amend No.</b>	<b>Open/ Closed</b>	<b>Agency/Consultant</b>	<b>Description</b>	<b>Appropriated Amount</b>	<b>Funding Source</b>	<b>Billed to Date</b>	<b>Percent Billed</b>
N/A								
				TOTAL	\$N/A		\$N/A	N/A%

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**PROJECT PHASE DEFINITIONS**

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**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.

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**ACRONYMS AND ABBREVIATIONS**


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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

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**ACRONYMS AND ABBREVIATIONS**


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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 <sup>st</sup> Century
TIP	Federal Transportation Improvement Program
VRF	Vehicle Registration Fee



# TAM Semi-Annual Project Update

Transportation Authority of Marin

Administration, Projects and Planning  
Executive Committee

September 11, 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 Northbound 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, encountered storm delays during Q1 of 2023 and has moved on to Stage 2 of 4 work.
- MSN B8 (utility relocation and Class 2 bike lane on San Antonio Rd.) is in final design and moved on to right-of-way (ROW) acquisition.

## Issues:

- During construction of the MSN B7 project, field challenges and cost must be managed effectively. Funding solution for stormwater compliance shortfall must be identified.
- MSN B8 ROW acquisition and/or utility undergrounding will be very challenging.

## Upcoming Activities:

- Continue construction of B7
- Identify ROW and budget needs, apply for environmental permits, and complete the design package for B8.



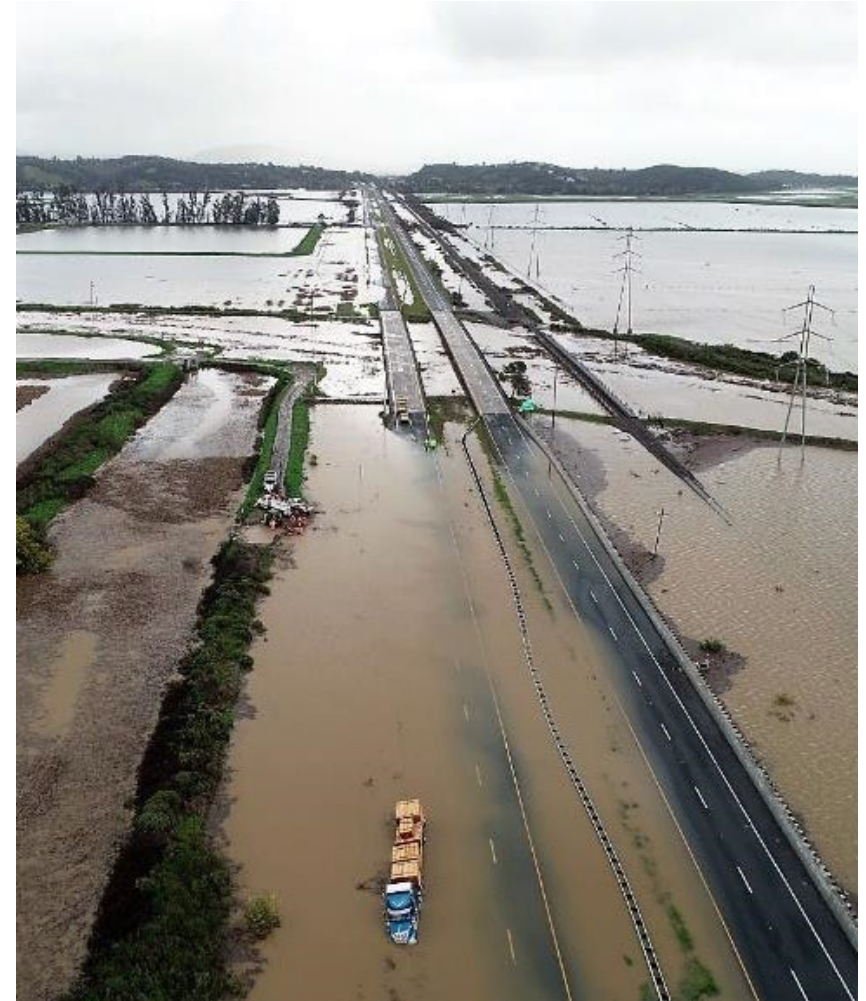
# State Route 37

## Current Phase:

Planning and Environmental Clearance

## Update from Prior Report:

- Segment A1 (Marin) – Caltrans released the draft environmental document (ED) for public review and comment in late August with final ED anticipated by end of the year. Design and construction funds for “Phase 1 – Novato Creek Bridge” has been secured.
- Segment B, Sears Point to Mare Island Improvement project – MTC/Caltrans adopted the final ED during Q1 of 2023 in conjunction with a partnership agreement with permitting agencies and has kicked off design. A full funding plan for construction is yet to be finalized.
- SMART was added to the Resilient SR37 MOU for planning and coordination and is working with Caltrans Division of Rail and Mass Transportation to prepare a Project Initiation Document (PID) to study SLR resilience for SMART track from Hwy 101 to SR 121.
- Funding:
  - \$155 million in IIJA-Protect program for Marin Segment A1 was secured by Caltrans for construction. Additional construction funds may be needed.
  - CTC tolling authority was granted for Segment B.
  - RM3 funds are being released





# State Route 37 (cont.)

## Issues:

- Additional environmental review for Tolay Creek and Strip Marsh East continue for Segment B
- Additional funding needed for environmental work for Ultimate project
- Construction funding needed for all segments

## Upcoming Activities:

- Ongoing discussions regarding Segment B
- Transit planning for corridor (near-term, related to Segment B)
- 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 Segment

## Update from Prior Report:

- Obtained Caltrans Encroachment Permit
- Obtained Approval to proceed using Federal Funds
- Finalizing construction documents

## Issues:

- None

## Upcoming Activities:

- City of Larkspur is the implementing Agency for the project during the construction phase
- TAM will provide Design Services during construction



# Highway 101 Interchange Studies

## Current Phase:

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:

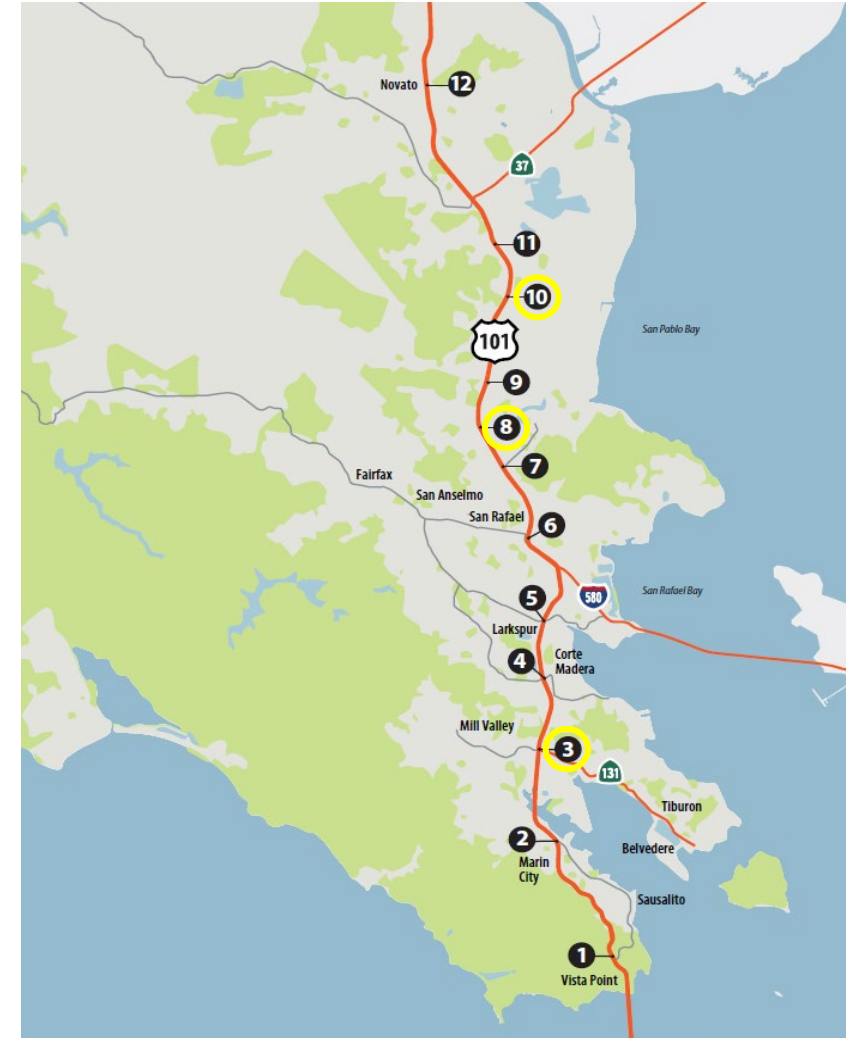
- Continue with Preparation of PID
- Outreach completed with local BPAC's, Transit Agencies and three Public Workshops

## Issues:

- None

## Upcoming Activities:

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





# 101/580 Multi-Modal & Local Access Improvements

## Current Phase:

Planning

## Update from Prior Report:

- Project Study Report (PSR) submitted to Caltrans for signature
- Coordinated outreach with other San Rafael Planning efforts – targeted meeting scheduled for early Sept.

## Issues:

- Caltrans approval of non-standard features
- Caltrans comments on VMT, Sea Level Rise and ramp metering
- Funding shortfall for construction
- Exploring ideas to alleviate Bellam congestion

## Upcoming Activities:

- Complete PSR
- Bring MOU between agencies to TAM Board for consideration



# Bellam Boulevard Off-Ramp Improvements

## Current Phase:

Design

## Update from Prior Report:

- Design exceptions approved
- RAISE grant scored well but was ultimately unsuccessful
- City of San Rafael has identified this as a priority project

## Issues:

- Over \$3 to 3.5M budget shortfall
- Tight construction window due to tree removal

## Upcoming Activities:

- ROW negotiation
- Determine agency for construction administration





# US 101 & Marin City Flood Mitigation Coordination

## Current Phase:

Planning

## Update from Prior Report:

- \$10M State Earmark is secured
- Five projects identified by County and Caltrans
- Funding agreement with County of Marin is being finalized.

## 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 plan and monitor improvement projects.



Photo courtesy of Pacific Sun

# US 101 Part-Time Transit Lane (Bus on Shoulder)

## Current Phase:

Pre-Project Initiation Document (PID) Activities

## Update From Prior Report:

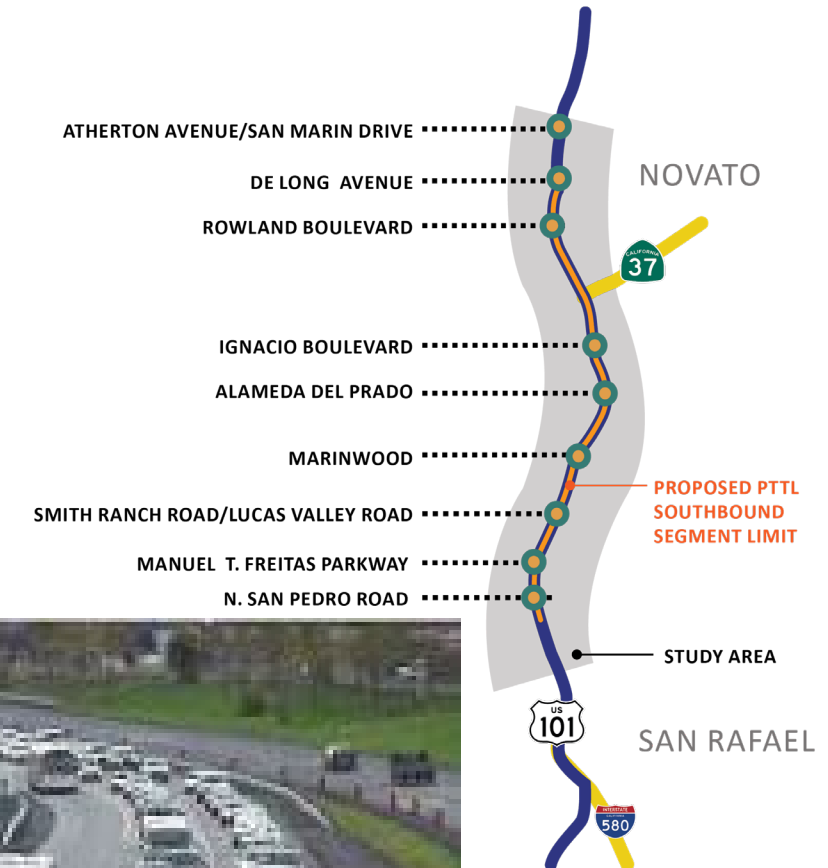
- MTC Approved \$1.1M TIRCIP Funding for PID and PA/ED phase of project

## Issues:

- None

## Upcoming Activities:

- Secure TIRCP and Local Match Funding
- Transfer Funds to FTA. Initiate Agreement with Marin Transit.
- Initiate Cooperative Agreement with Caltrans





# Questions?

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## Questions & Discussion



**DATE:** September 11, 2023

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

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Bill Whitney, Principal Project Delivery Manager

**SUBJECT:** Highway 101 Interchange and Approaching Roadway Studies Update (Discussion),  
Agenda Item No. 6

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## RECOMMENDATION

For discussion only.

## BACKGROUND

The overall approach of the Interchange Program is to identify operational and safety improvements for all users of an interchange and approaching roadways including adjacent intersections. The interchange studies have been developed as part of a comprehensive effort to evaluate our interchange infrastructure at twelve locations to address deficiencies most in need, and feasible.

On July 27, 2022, the Board approved the Interchange Program's Implementation and Prioritization Plan. The Plan identifies the following three interchanges to be prioritized for further evaluation and development:

- State Route 131 Tiburon Blvd./East Blithedale
- Manuel T. Freitas Parkway/Civic Center Drive
- Alameda Del Prado/Nave Drive

Detailed interchange study materials are posted on the TAM website: <https://tam101study.com/>.

TAM is currently preparing a Project Initiation Document (PID) for the three interchange locations. PIDs are required to be developed and approved by the California Department of Transportation (Caltrans) before any major or highly complex project can be programmed and constructed on the State Highway System. The most important function of the PID is to establish that a project is a viable candidate for federal, state, or regional funds. Without a PID, most capital projects would be ineligible for funding programming and commitment.

## DISCUSSION

Over the last few months, staff have continued to follow the direction from the Board, as stated in the approved Implementation and Prioritization Plan. A Technical Advisory Committee (TAC) was formed to help guide the refinement of proposed improvements and provide oversight in the development of the PID. It will also help inform our partners of the project scope and gain local support.

The TAC membership consists of staff from TAM, Caltrans, Marin Transit, Golden Gate Transit, the County of Marin, and the Cities of San Rafael, Novato, Mill Valley, Belvedere, and the Town of Tiburon. TAM hosted the first TAC meeting to review previous efforts, next steps, and planned outreach to interest groups and the public. We are also holding monthly meetings with Caltrans and its various functional units to receive feedback and to confirm we are preparing the PIDs in accordance with Caltrans procedures.

### Outreach

Although it is TAM's standard practice to provide the public with as much information about our programs and projects, it is a relatively new practice for Caltrans to engage the public in this early stage of a project's development. In the past, Caltrans would only engage the public during the preparation of the environmental document and project report. However, Caltrans is now open to public engagement during development of the PID and recognizes the benefits of public input.

TAM, with the support of Caltrans and our local agencies, made presentations to the Mill Valley Bicycle and Pedestrian Advisory Committee (BPAC), the San Rafael BPAC, the Novato Complete Streets and Pathways Oversight Committee, the Golden Gate Transit Bus Passenger Advisory Committee, and TAM's BPAC. All of these groups were pleased with the update and provided useful feedback to the team.

TAM also hosted three public workshops in southern, central and northern Marin to inform the public of the Interchange Studies underway. The team presented the preliminary improvements concepts, next steps, how they can stay informed, and accepted comments and questions. TAM also notified community-based organizations and other interest groups in the vicinity of each interchange.

### PID Development

One of the first tasks in developing a project in accordance with Caltrans procedures is to prepare what is known as a "Purpose and Need Statement". Once prepared, the Purpose and Need Statement is used as a guiding statement to assess elements of a project during development to confirm the project remains true to the basic principles of the project. It establishes the reason why an agency is proposing a project and justifies the expected outcome of expenditure and allows decisions to be defensible. The following is the preliminary Purpose and Need Statement for the Interchange Studies:

#### **Draft Purpose**

- Improve multimodal connectivity and equitable accessibility for users of all ages and abilities to, from, and across Highway 101
- Improve local and regional traffic operations
- Enhance safety for all modes and active transportation options

#### **Draft Need**

- Pedestrian and separated bicycle routes are discontinuous across Highway 101, have poor connectivity with bus transit, and are not ADA-compliant, which limits regional and local travel options for all users, including equity (underserved or disadvantaged) communities
- Vehicular traffic experiences peak period congestion, resulting in extended travel times and delays
- There are high incidences of vehicle, pedestrian, and bicycle collisions within the study area
- Existing deficiencies limit alternative modes of transportation within the project area

## **FISCAL IMPACTS**

Sufficient funding has been collected from the Measure AA ½-Cent Transportation Sales Tax to prepare the PIDs for the interchanges and to reimburse Caltrans for oversight review and approval. Budget needed for this year's work is included in the TAM FY2023-24 Annual Budget.

Measure AA provides a limited amount of funding to advance the interchange studies into the next phase(s) of project development. Staff will pursue grant funding opportunities as they become available in the future. Our consultants are currently researching available grants and assessing the project's competitiveness to achieve a successful award.

## **NEXT STEPS**

Staff will continue to develop the PIDs and supporting documents and report back to the AP&P Executive Committee on a regular basis. A recommendation for screening the improvement concepts will be brought forward later this year or early next year and the draft PID will be presented to the AP&P Executive Committee and Board for review by mid-2024.

## **ATTACHMENTS**

Attachment A – PowerPoint Presentation

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# Preparation of Studies for Improvements to Highway 101 Interchanges and Approaching Roadway Studies in Marin County

## Update on the Project Initiation Phase

Administration, Projects & Planning Executive Committee

September 11, 2023

Bill Whitney, Principal Project Delivery Manager

# Agenda

- Project Overview & Status
- Project Timeline
- Preliminary Purpose & Need
- Outreach Summary
- Concept Review & Refinement
- Potential Funding Opportunities for Future Phases
- Next Steps
- Future ExComm/Board Briefings



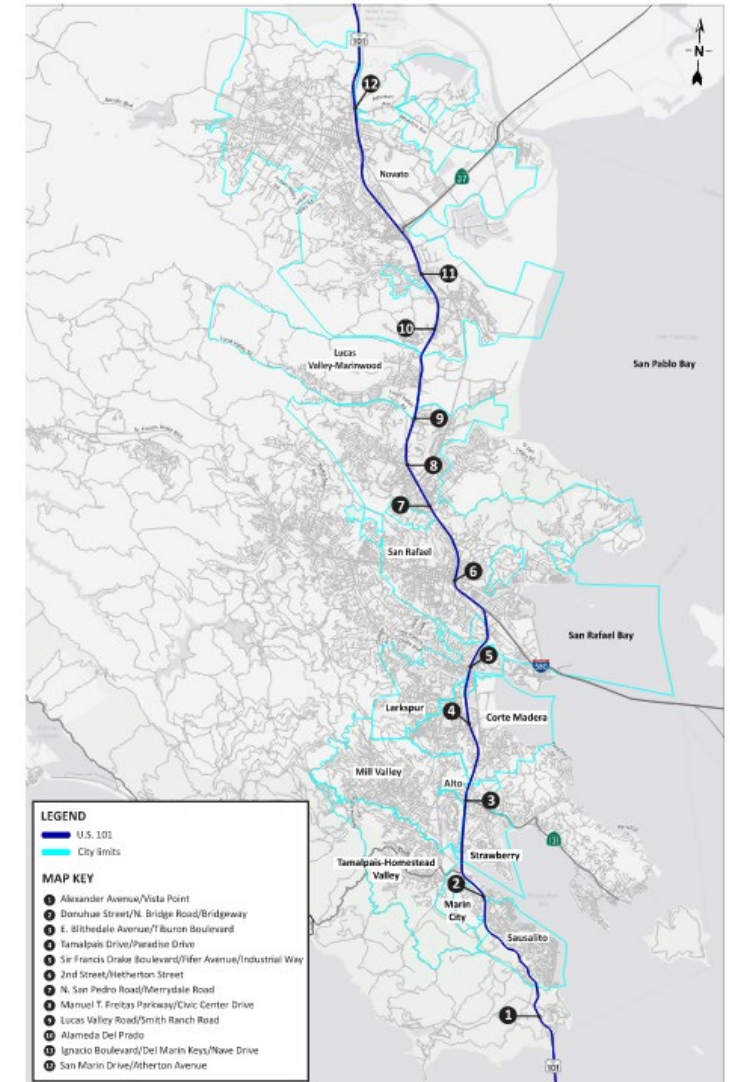
# Project Overview – Project Background

- Study included in the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan
- Plan allocates 3% of sales tax revenue, estimated at \$33.4 million over the 30-year period of the Measure
- Will fund improvements to local road interchanges:
  - Improve the operation and safety for all users
  - Allow smoother travel to and from Highway 101 and local roads
  - Provide seed money to perform the planning, public outreach, and develop the scope of improvements needed at these interchanges
  - Prioritize improvements for near- and long-term implementation

# Project Overview – Project Background (cont.)

## Studied 12 Interchanges

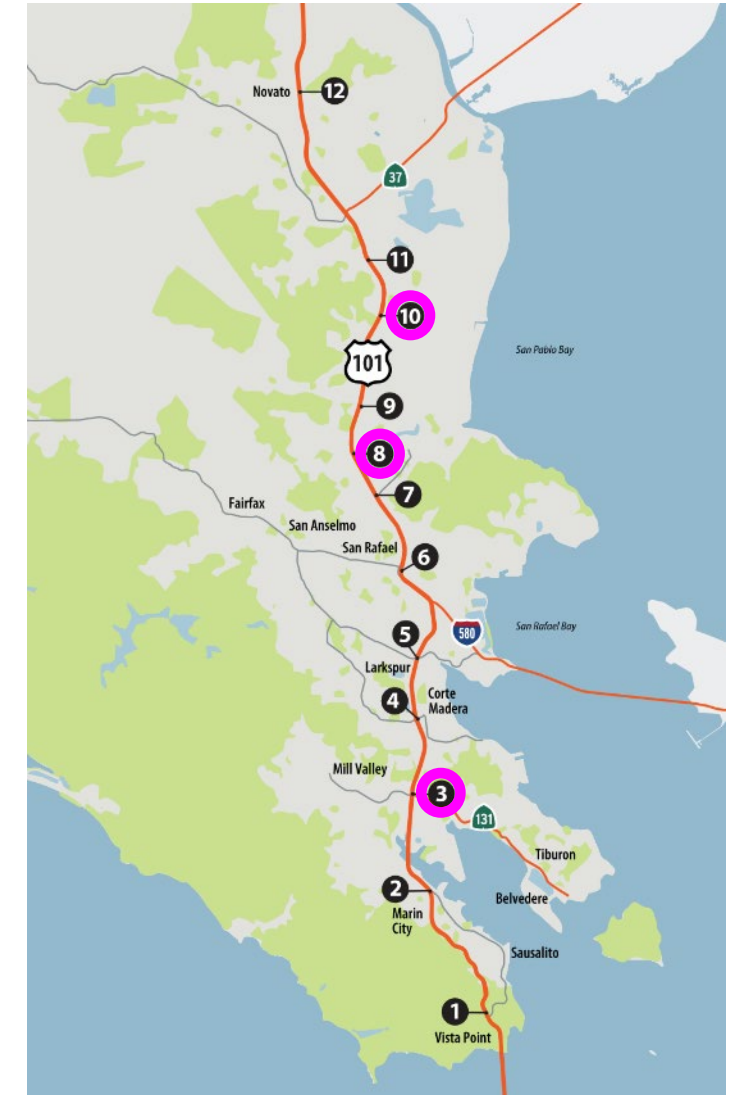
1. Alexander Avenue
2. Sausalito/Marin City
3. SR 131 Tiburon Blvd./East Blithedale Avenue
4. Paradise Drive/Tamalpais Drive
5. Sir Francis Drake Boulevard
6. San Rafael On-Ramp at 2nd Street and Hetherton Avenue
7. Merrydale Road/North San Pedro Road
8. Manuel T. Freitas Parkway
9. Lucas Valley Road/Smith Ranch Road
10. Alameda Del Prado/Nave Drive
11. Ignacio Boulevard
12. San Marin Drive/Atherton Avenue



# Project Overview – Project Background (cont.)

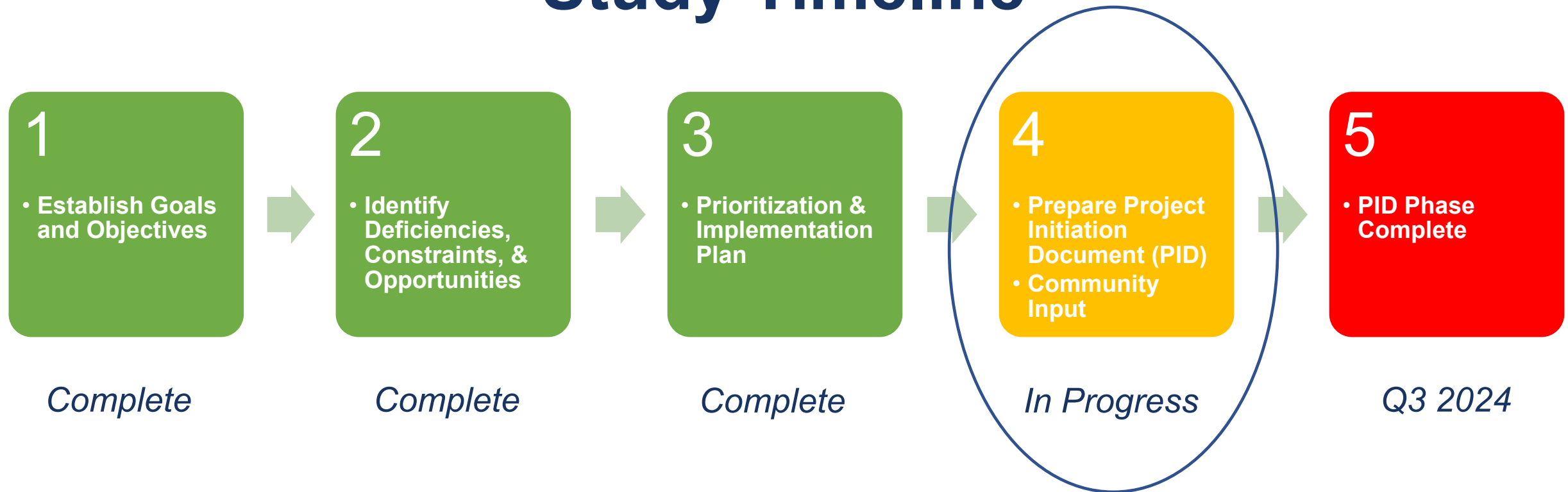
## 3 Interchanges Recommended to Proceed to Project Development:

- SR 131 Tiburon Blvd/E. Blithedale Ave. (#3)
- Freitas Parkway/Civic Center Dr. (#8)
- Alameda del Prado/Nave Drive (#10)



# Project Overview – Project Background (cont.)

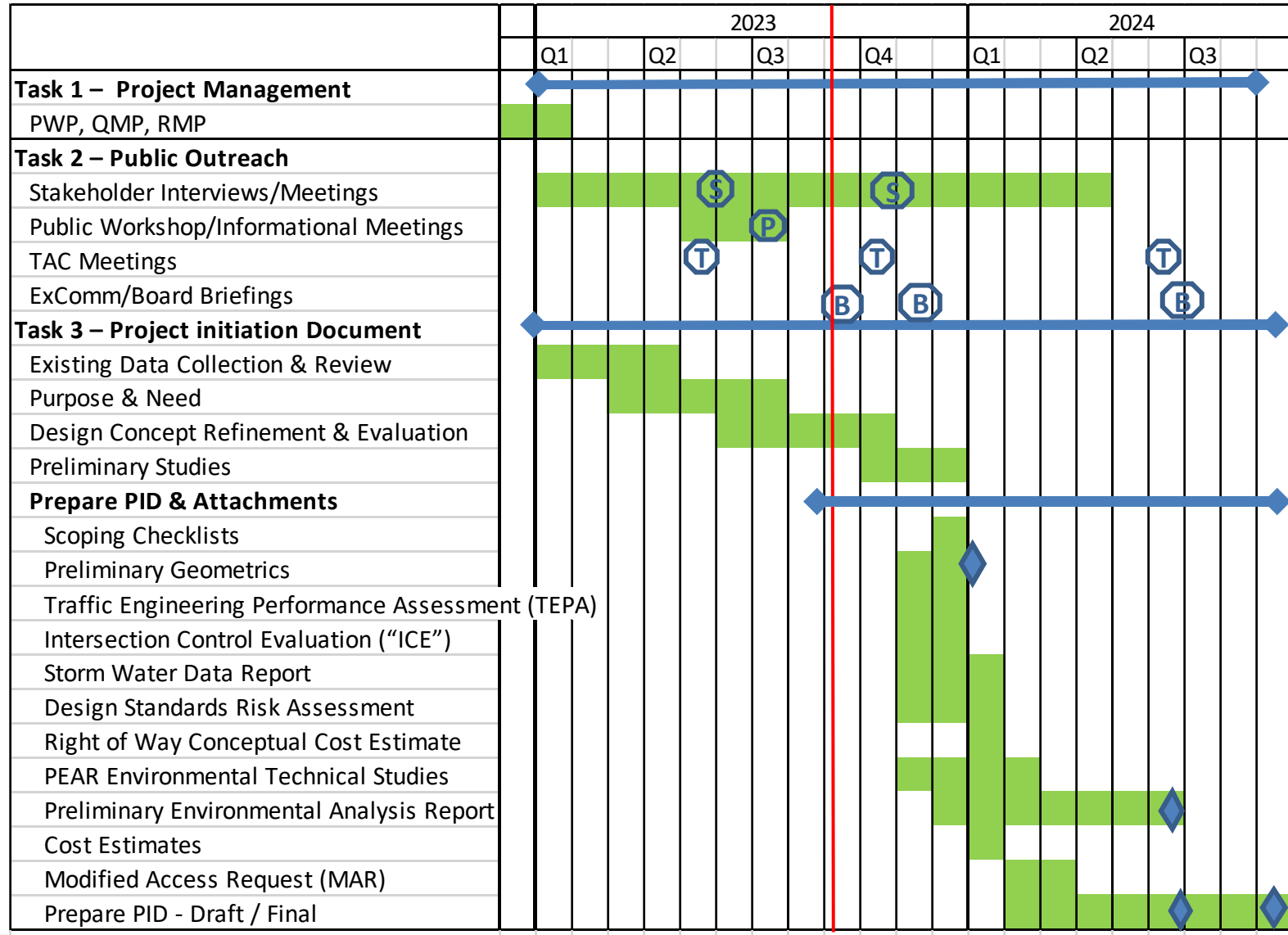
## Study Timeline



# Project Status

- Completed
  - Online Survey & Agency Outreach
  - Existing Conditions, Constraints & Opportunities Memos
  - Evaluation & Prioritization
  - Implementation Plan
  - Initial Public Outreach
- Current Activities
  - Concept Refinement
- Upcoming Activities
  - Concept Evaluation & Selection of Project Study Alternatives
  - Initiate PID-level Technical Studies
  - Prepare Project Initiation Document

# Project Timeline – PID Phase



- Stakeholder Meetings
- Technical Advisory Committee Meeting
- ExCom/Board Briefing/Approval
- Public Workshop/Meeting
- Major Deliverable



# Project Timeline - Implementation

Phase/Timeline	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
PID	█					
PA&ED		█				
PS&E					█	
Bid Phase & Procurement						█

# Project Overview – Project Objectives

## Interchange Improvements seek to:

- Address existing deficiencies
- Improve operation and safety
- Enhance access to, from, and across Highway 101
- Upgrade conditions for vehicular traffic, transit users, pedestrians, and bicyclists
- Improve multimodal connectivity

# Preliminary Purpose & Need

## Draft Purpose

- Improve multimodal connectivity and equitable accessibility for users of all ages and abilities to, from, and across Highway 101
- Improve local and regional traffic operations
- Enhance safety for all modes and active transportation options

## Draft Need

- Pedestrian and separated bicycle routes are discontinuous across U.S. 101, have poor connectivity with bus transit, and are not ADA-compliant which limits regional and local travel options for all users, including equity (underserved or disadvantaged) communities
- Vehicular traffic experiences peak period congestion, resulting in extended travel times and delays
- There are high incidences of vehicle, pedestrian, and bicycle collisions within the study area
- Existing deficiencies limit alternative modes of transportation within the project area

# Outreach Summary

## Recent Outreach:

- TAM Traveler Project Kickoff Announcement
- TAM Website Updates – 101Study.com
- TAC Meeting – May 24
- BPAC Meetings
  - TAM BPAC – May 16
  - GGBHTD BPAC – May 17
  - Novato CS & PO Committee – May 17
  - San Rafael BPAC – June 7
  - Mill Valley BPAC – July 19
- Public Workshop Meetings
  - Mill Valley – June 20 (Tiburon Blvd.)
  - San Rafael – June 28 (Manuel T. Freitas)
  - Novato – July 13 (Alameda del Prado)



### Detailed Planning Efforts for Three Marin County Interchanges Kicks Off

TAM is initiating detailed planning for three Marin County interchanges selected for advancement under the Highway 101 Interchange and Approaching Roadway Study:

- SR 131 Tiburon Blvd./East Blithedale Ave.
- Manuel T. Freitas Parkway/Civic Center Dr.
- Alameda del Prado/Nave Drive

At the [TAM BPAC Meeting on May 16](#), TAM staff will provide an overview and receive comments about the interchanges and upcoming planning efforts. We would like to gather community input on the scope of improvements to be studied further in the next phase to ensure that improvements align with the needs and aspirations of your community. To view the improvement concepts or provide a comment visit the project web

page: <https://tam101study.com>. The BPAC agenda will be posted to the TAM calendar page at least 72 hours prior to the meeting.

## You're Invited!



### INTERCHANGE IMPROVEMENTS WORKSHOPS

**June 20**  
6pm - 8pm

Mill Valley  
Recreation Center  
180 Camino Alto  
Mill Valley

**June 28**  
6pm - 8pm

Terra Linda  
Community Center  
670 Del Ganado Road  
San Rafael

**July 13**  
6pm - 8pm

Hamilton  
Community Center  
503 South Palm Drive  
Novato

Sign up for updates at [tam101study.com](https://tam101study.com)

# Outreach – Feedback Received

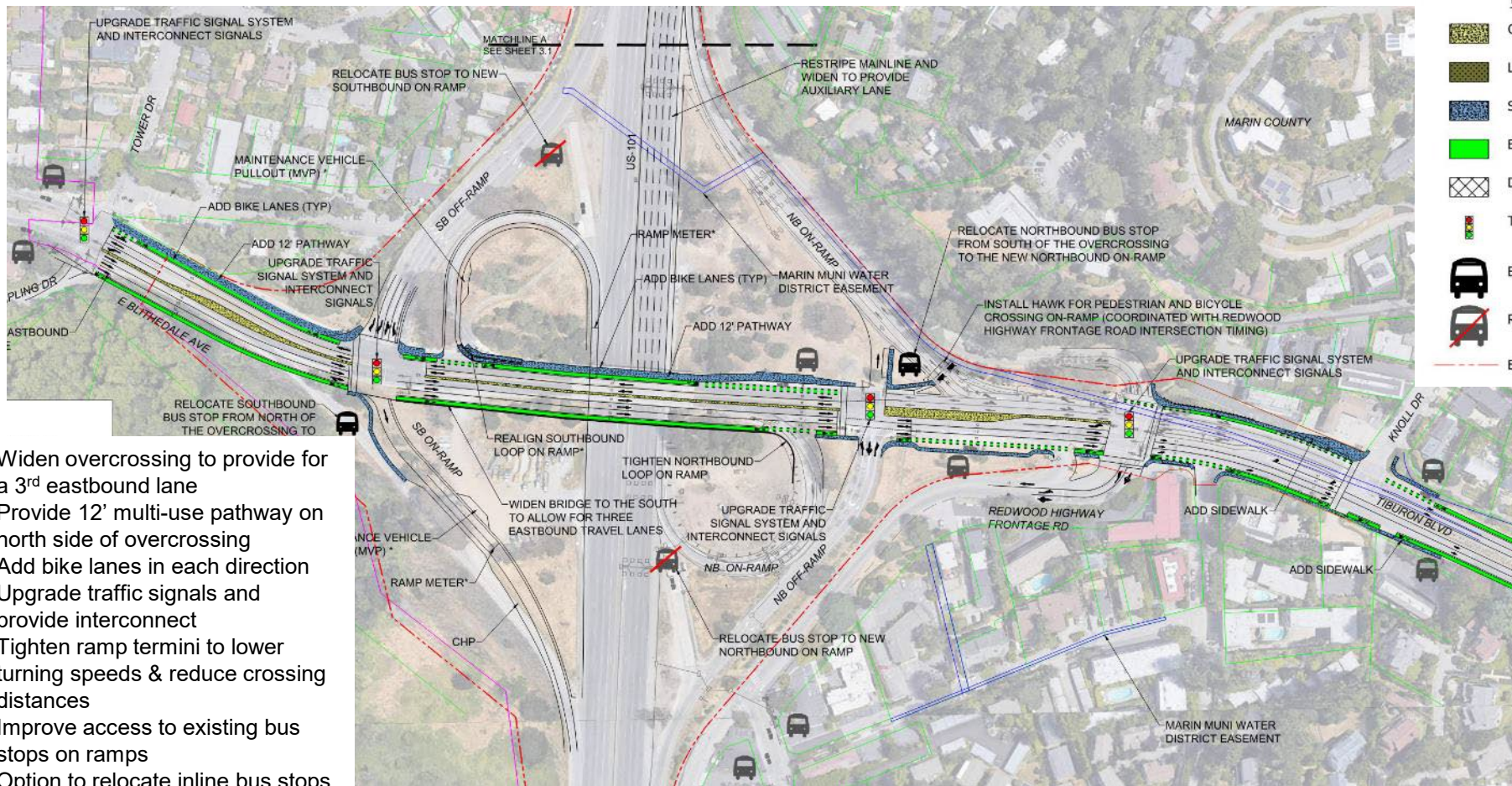
## SR 131 Tiburon Boulevard/ E. Blithedale

*Comments received: 5 online; 3 comment cards; 502 from survey*

- Eliminate/grade separate ramp crossings
- Add an EB lane from Kipling Drive to the SB on-ramp
- Add protected bike lanes and protected intersections
- Add a dedicated EB lane to NB 101 loop on-ramp
- Recurring congestion on WB E. Blithedale due to a lane reduction to the west of the project



# Concept Refinement – SR 131 Tiburon Blvd./E. Blithedale Ave.












**LEGEND:**

	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PATH
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW



- Widen overcrossing to provide for a 3<sup>rd</sup> eastbound lane
- Provide 12' multi-use pathway on north side of overcrossing
- Add bike lanes in each direction
- Upgrade traffic signals and provide interconnect
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Improve access to existing bus stops on ramps
- Option to relocate inline bus stops from 101 ramps
- Realign SB on-ramp to eliminate slip ramp (option)



-  CONCRETE MEDIAN
-  LANDSCAPING
-  SIDEWALK/MULTI-USE PATH
-  BIKE LANE
-  DEMOLITION
-  TRAFFIC SIGNAL
-  BUS STOP
-  RELOCATE BUS STOP
-  EXISTING CALTRANS ROW

Consider protected intersection

Grade separate connection

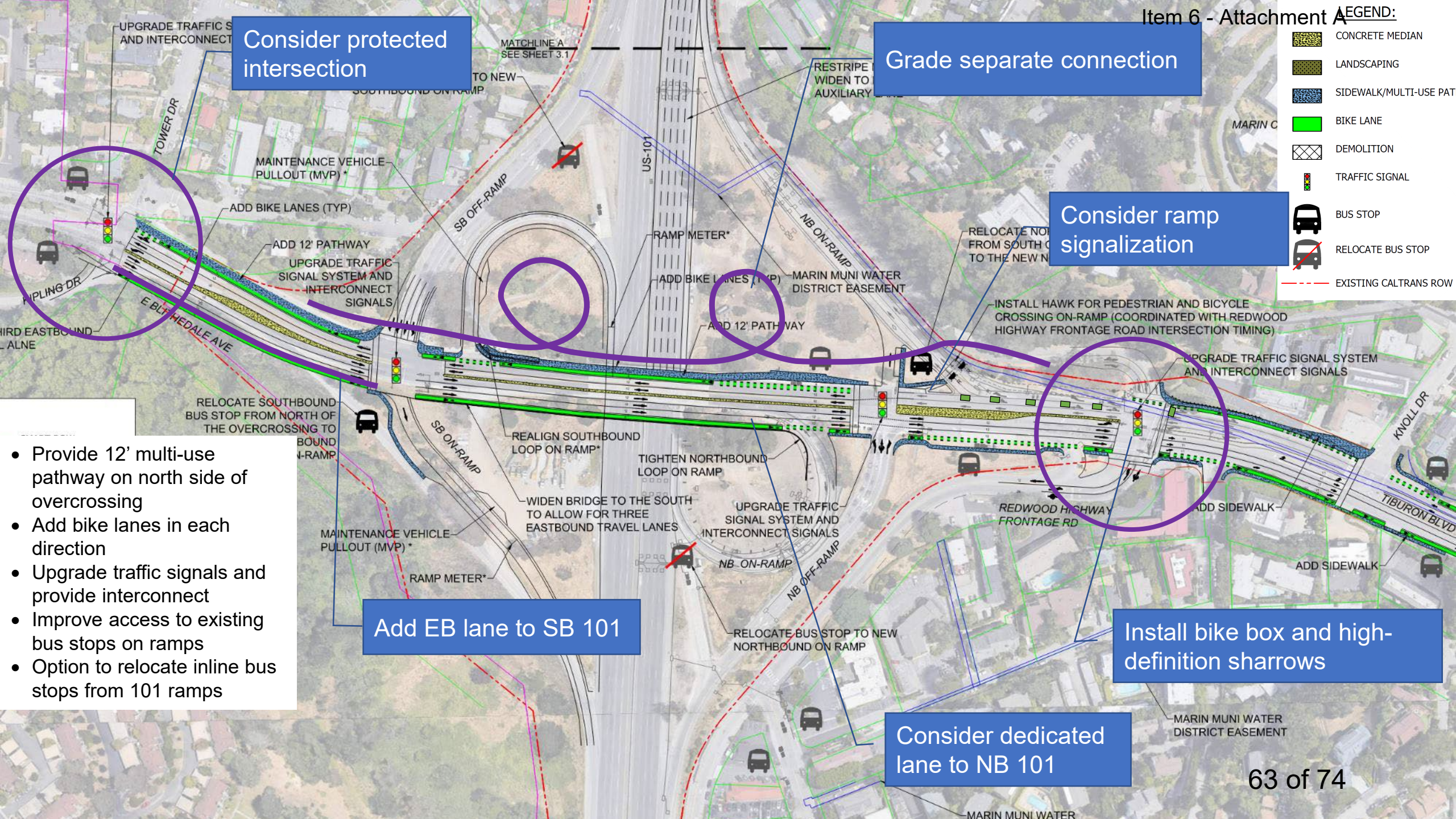
Consider ramp signalization

Add EB lane to SB 101

Install bike box and high-definition sharrows

Consider dedicated lane to NB 101

- Provide 12' multi-use pathway on north side of overcrossing
- Add bike lanes in each direction
- Upgrade traffic signals and provide interconnect
- Improve access to existing bus stops on ramps
- Option to relocate inline bus stops from 101 ramps





# Outreach – Feedback Received

## Freitas Parkway

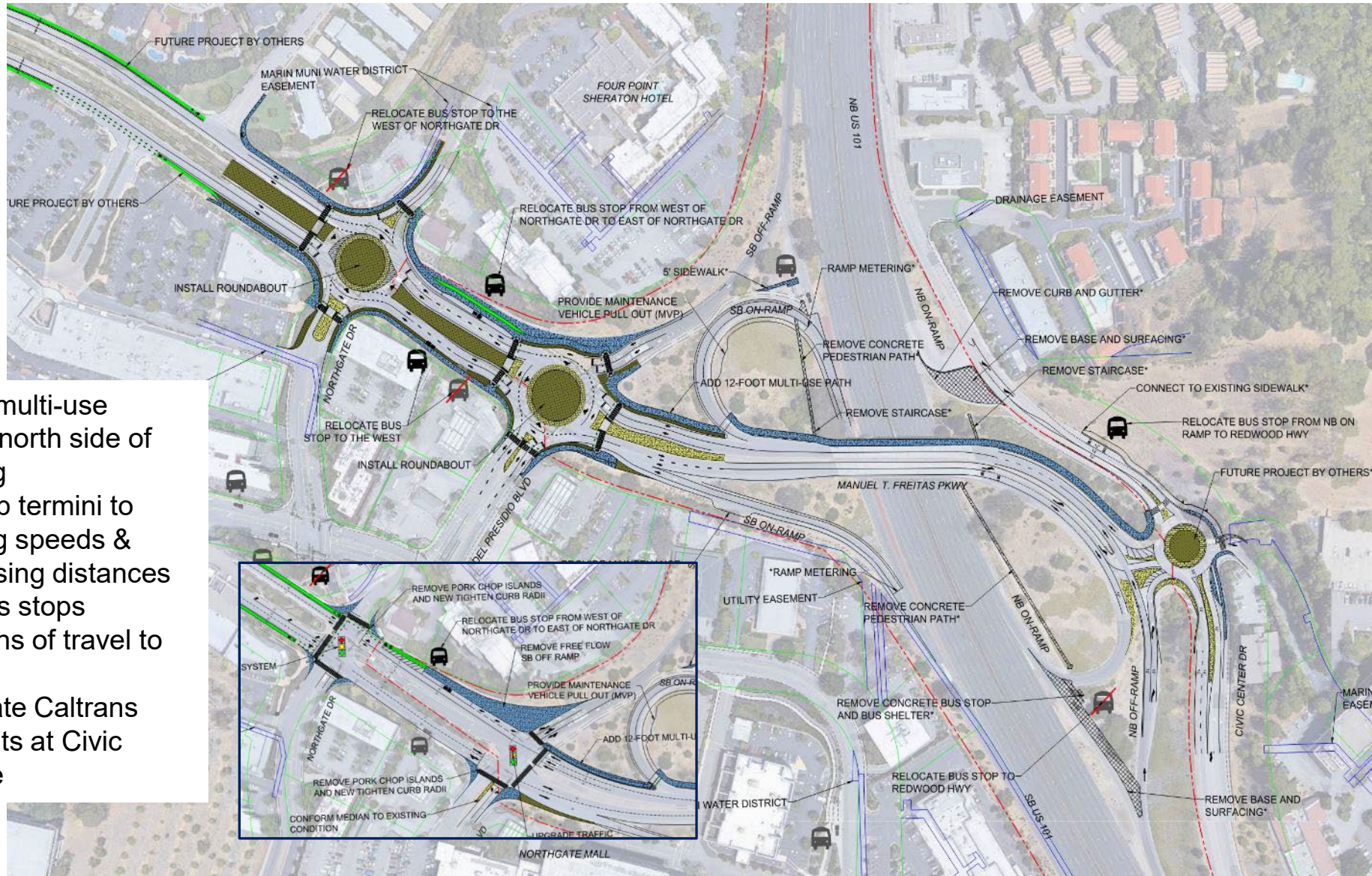
*Comments received: 4 comment cards, 171 from survey*

- Concerns raised about east side roundabout
- Poor weave between Del Presidio and SB on-ramp
- Uncontrolled ramp crossings





# Concept Refinement – Freitas Parkway/Civic Center Drive



**LEGEND:**

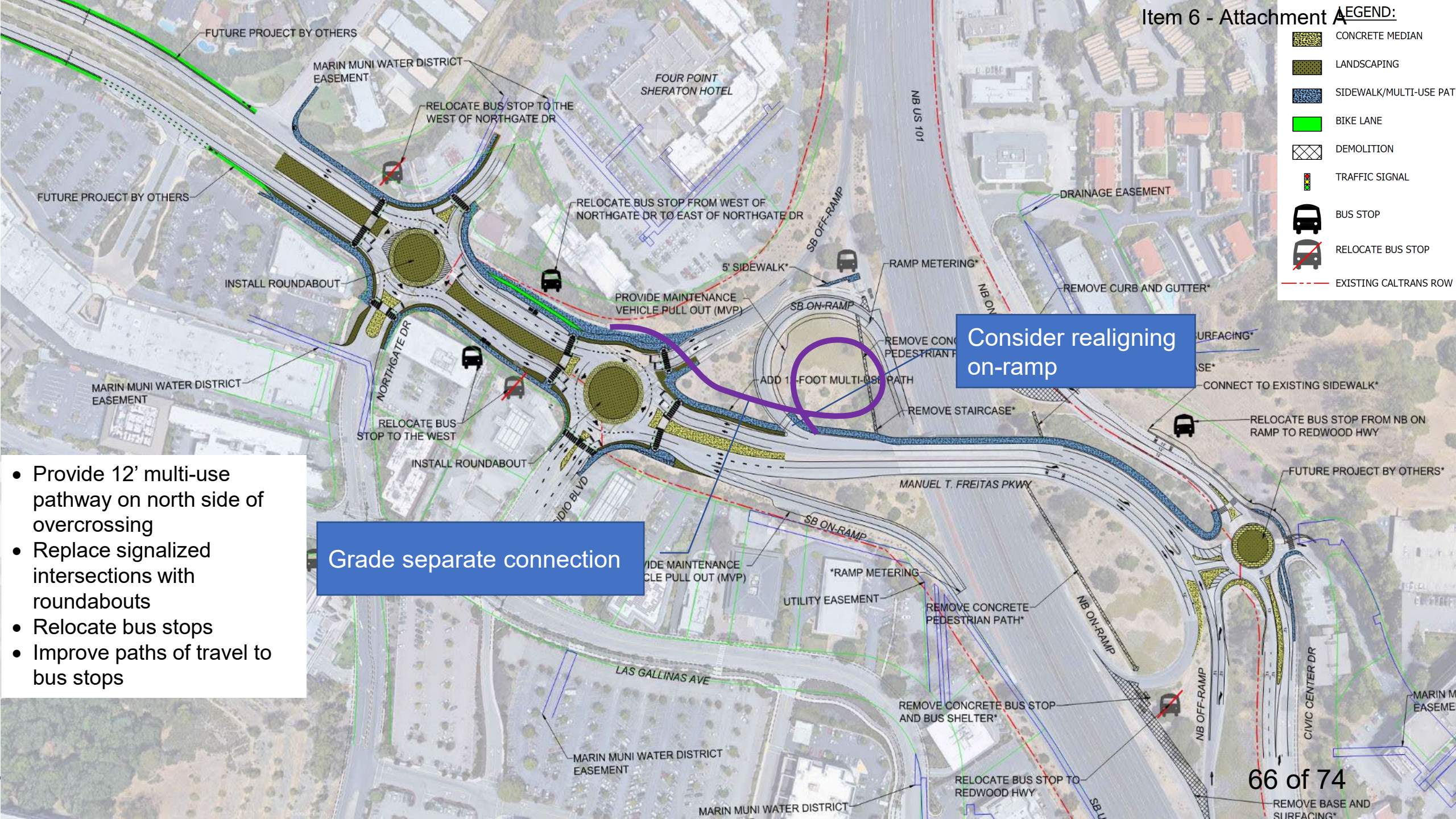
	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PAT
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW

- Provide 12' multi-use pathway on north side of overcrossing
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Relocate bus stops
- Improve paths of travel to bus stops
- Accommodate Caltrans improvements at Civic Center Drive



**LEGEND:**

	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PATH
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW



Consider realigning on-ramp

Grade separate connection

- Provide 12' multi-use pathway on north side of overcrossing
- Replace signalized intersections with roundabouts
- Relocate bus stops
- Improve paths of travel to bus stops

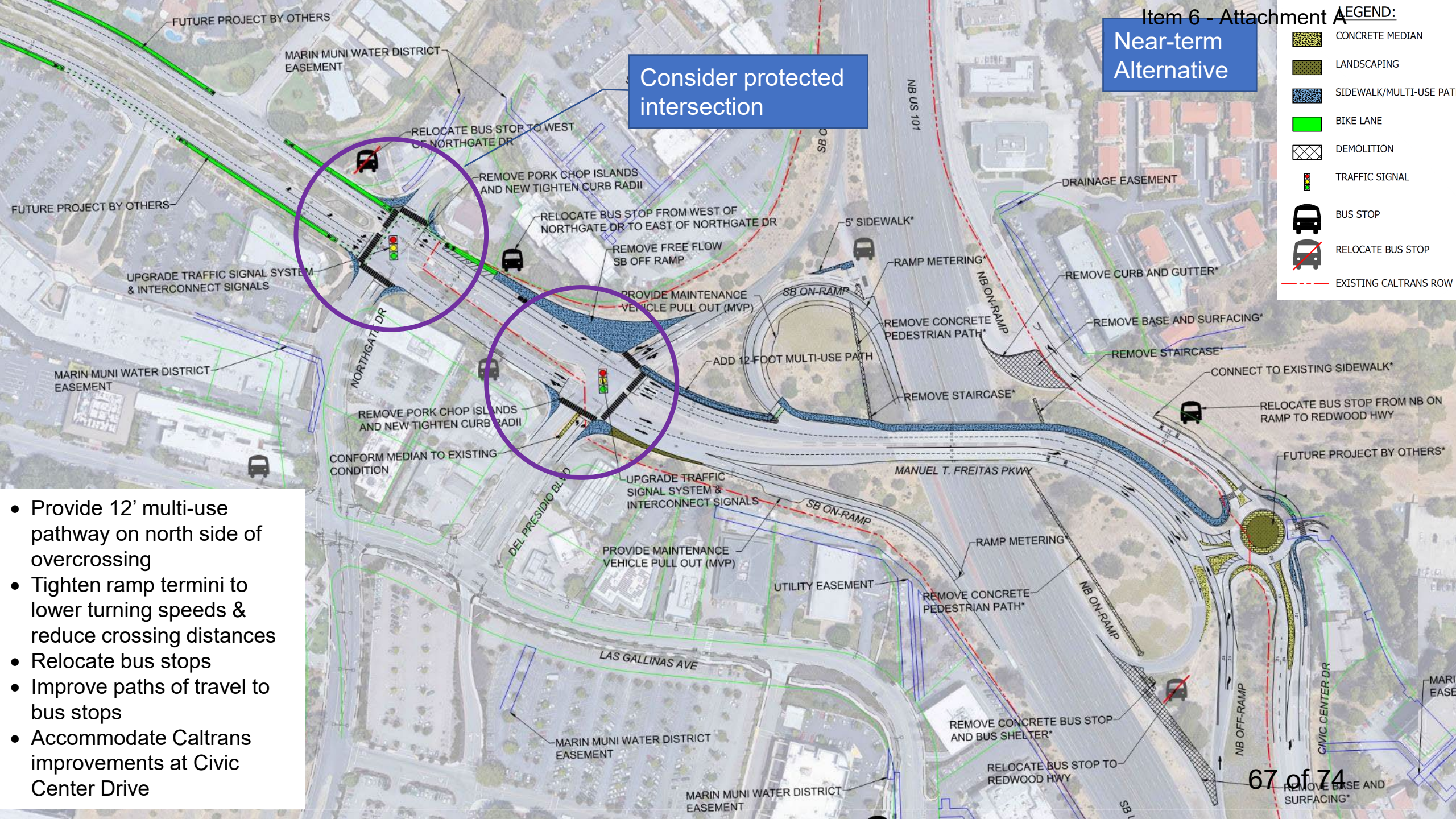


Item 6 - Attachment A  
**Near-term Alternative**

**LEGEND:**

	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PATH
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW

**Consider protected intersection**



- Provide 12' multi-use pathway on north side of overcrossing
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Relocate bus stops
- Improve paths of travel to bus stops
- Accommodate Caltrans improvements at Civic Center Drive

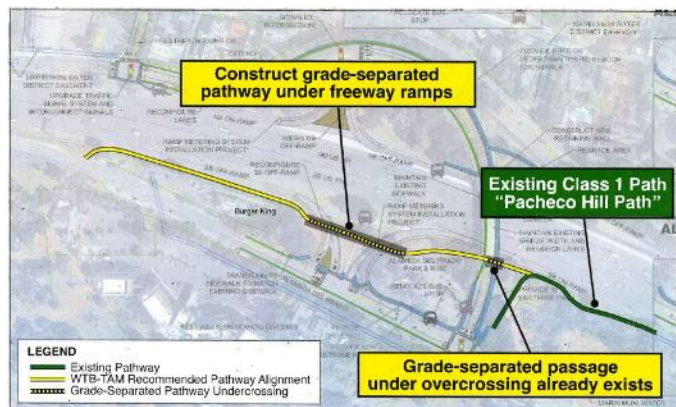


# Outreach – Feedback Received

## Alameda Del Prado

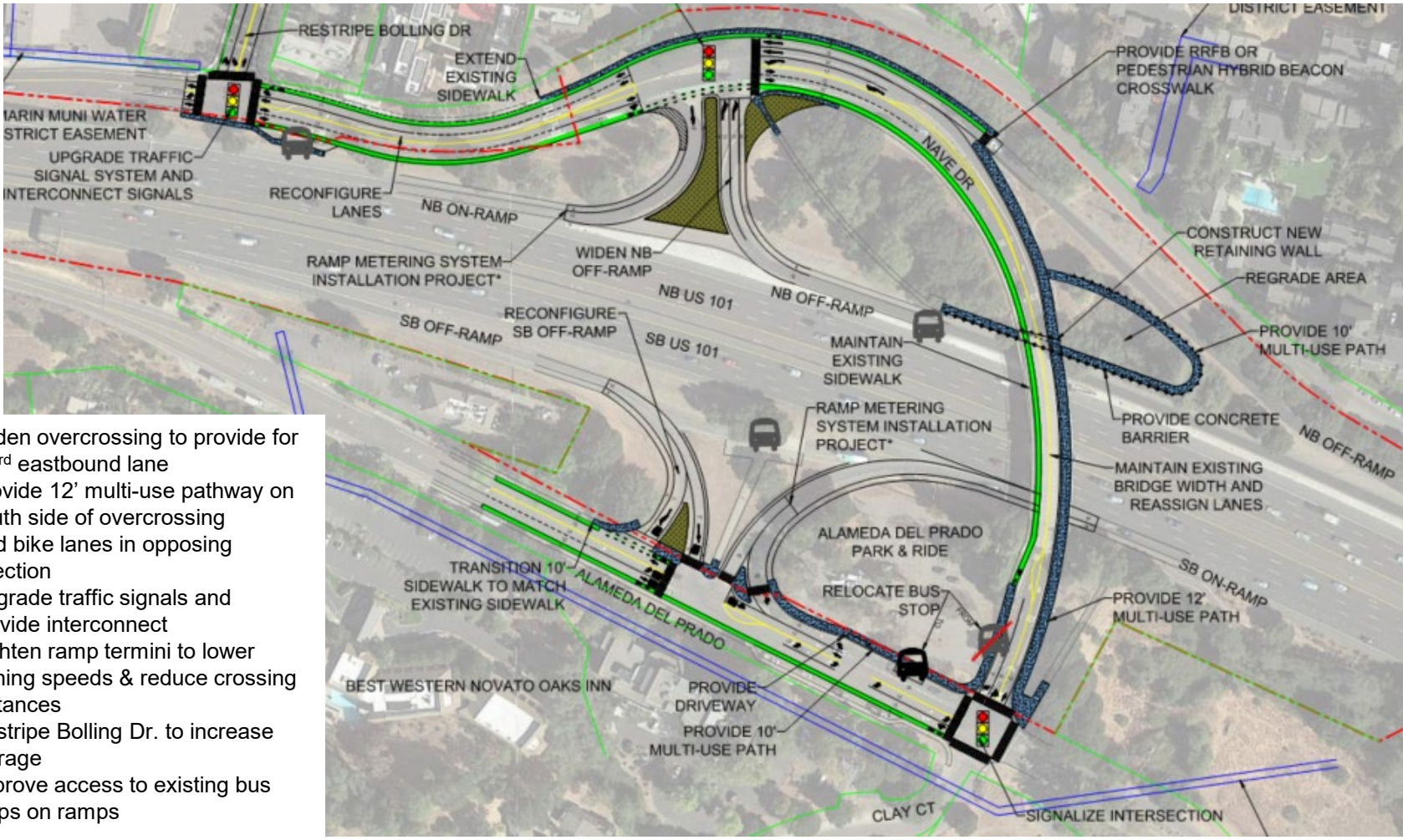
*Comments received: 1 online comment; 39 from survey*

- Bike crossing at the NB off-ramp is hazardous
- Guardrail is too low for bicyclists
- Provide better bike lockers & amenities at the Park n' Ride
- Close the gap & grade separate the N-S Bikeway through the interchange (see Lincoln Ave I/C example)





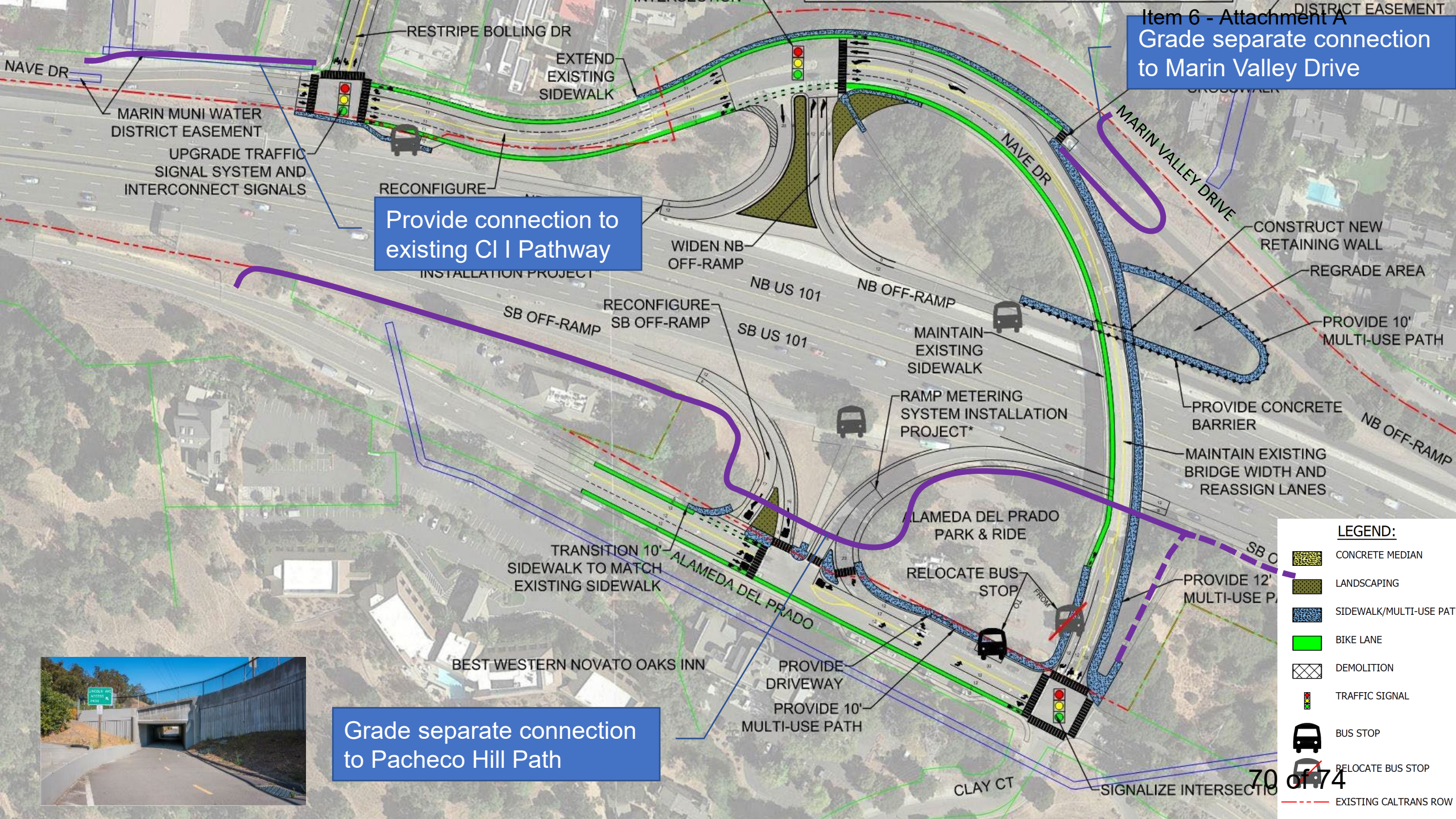
# Concept Refinement – Alameda del Prado/Nave Drive



- Widen overcrossing to provide for a 3<sup>rd</sup> eastbound lane
- Provide 12' multi-use pathway on south side of overcrossing
- Add bike lanes in opposing direction
- Upgrade traffic signals and provide interconnect
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Restripe Bolling Dr. to increase storage
- Improve access to existing bus stops on ramps



**Item 6 - Attachment A**  
**Grade separate connection to Marin Valley Drive**



**Provide connection to existing CI Pathway**

**Grade separate connection to Pacheco Hill Path**



**LEGEND:**

- CONCRETE MEDIAN
- LANDSCAPING
- SIDEWALK/MULTI-USE PAT
- BIKE LANE
- DEMOLITION
- TRAFFIC SIGNAL
- BUS STOP
- RELOCATE BUS STOP
- EXISTING CALTRANS ROW



# Potential Funding Opportunities for Future Phases

Source	Program
Local & Regional Programs	<ul style="list-style-type: none"> <li>• Measure AA Category 1.3 Improve Hwy 101 Local Interchanges</li> <li>• Active Transportation Program (ATP) – Regional</li> <li>• Transportation Fund for Clean Air (TFCA)</li> <li>• Transportation Development Act Article 3 (TDA 3)</li> <li>• Traffic Impact/Mitigation Fees</li> </ul>
State Programs	<ul style="list-style-type: none"> <li>• STIP/SHOPP/HSIP</li> <li>• Active Transportation Program (ATP) – State</li> <li>• SB1 Local Streets and Roads Program (LSRP)</li> <li>• SB1 Local Partnership Program (LPP)</li> </ul>
Federal Programs	<ul style="list-style-type: none"> <li>• Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</li> <li>• Safe Streets and Roads for All Grant Program (SS4A)</li> <li>• One Bay Area Grant (OBAG) [MTC Administered]</li> <li>• Reconnecting Communities Pilot (RCP)</li> <li>• Active Transportation Infrastructure Investment Program (Section 11529 of IIJA)</li> </ul>

# Next Steps

- Confirm Draft Purpose & Need
- Concept Refinement & Evaluation
- Continue ID Phase activities
  - Confirm Scope of Improvements
  - Select Project Study Alternatives
  - Preliminary Engineering & Environmental Studies
- 2nd Round of Stakeholder Outreach

# Future ExComm/Board Briefings

- Concept Screening Recommendations – Winter 2023
- Technical Study Findings/Draft PID – Summer 2024



# Questions?

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Thank you!

Bill Whitney

Transportation Authority of Marin

[bwhitney@tam.ca.gov](mailto:bwhitney@tam.ca.gov)

415-226-0823