



ADMINISTRATION, PROJECTS & PLANNING  
EXECUTIVE COMMITTEE MEETING

MARCH 11, 2024  
10:00 A.M.

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

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415-226-0815  
Fax: 415-226-0816

www.tam.ca.gov

Belvedere  
Nancy Kemnitzer

Corte Madera  
Eli Beckman

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

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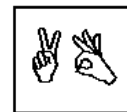
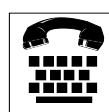
**How to provide public comment (limited to 2 minutes or less):**

**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, March 10, 2024, 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.



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The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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## 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 February 12, 2024 (Action) – **Attachment**
5. Modification of Alternatives for the US101/I-580 Multi-modal & Local Access Improvement Project and Amendments to Supporting Contracts (Action) – **Attachment**



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

FEBRUARY 12, 2024  
3:30 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

Members Absent: Kate Colin, San Rafael City Council  
Stephanie Moulton-Peters, Marin County Board of Supervisors

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  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Joanne O’Hehir, Administrative Assistant  
Mikaela Hiatt, Associate Transportation Planner  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Principal Transportation Planner

*Chair Lucan called the meeting to order at 3:30 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, including the remote participation by Commissioner Cutrano pursuant to the “Just cause” clause of Assembly Bill (AB) 2449.

Chair Lucan provided information about how the public may participate.

**1. Chair’s Report & Commissioners Comments (Discussion)**

None.

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

Executive Director (ED) Anne Richman reported that TAM and the Sonoma County Transportation Authority (SCTA) are providing a survey through February to help select a bikeshare program name. The survey may be found on the TAM website homepage and is being widely promoted by TAM and SCTA staff.

ED Richman also reported that the California Energy Commission (CEC) recently released updated information on the percentage of Zero Emission Vehicle (ZEV) Car Sales throughout the state of California. In Marin County, 37.7% of the car sales were ZEVs in 2023, with 38% of vehicle sales being ZEVs in Q4 of 2023, which is 12.7% higher than the state average of 25% in the year 2023.

ED Richman further reported on the recently-announced, expanded partnership structure for State Route (SR) 37. The new leadership structure is intended to expand collaboration and includes tribes, environmental agencies, and Federal and State leaders.

ED Richman also reported on TAM's Citizens' Oversight Committee tour of Marin Transit's Marin Access facility in San Rafael and a hard hat tour of the Marin-Sonoma Narrows (MSN) project, which included transportation in one of Marin Transit's all-electric buses.

Lastly, ED Richman reported that she has been selected to serve as the Vice Chair of the Self Help Counties Coalition (SHCC) for the next two years; and reported on her participation in Marin Economic Forum's (MEF) annual Forecasting the Future event, which took place on February 7th.

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 Jean Severinghaus commented on Caltrans' Manzanita sea level rise project public meeting scheduled for February 29; and expressed concern about flooding along the Mill Valley-Sausalito Multiuse Pathway.

### **4. Approval of Meeting Minutes September 11, 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 Kuhl moved to approve the Minutes of the September 11, 2023 meeting, which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

### **5. Review of the Semi-Annual Project Status Report (Action)**

Director of Project Delivery Dan Cherrier presented this item, which recommends that the AP&P Executive Committee review the Semi-Annual Project Status Report and refer it to the TAM Board for approval.

Mr. Cherrier provided updates on the Marin Sonoma Narrows (MSN); SR 37; North-South Greenway Gap Closure; Highway 101 Interchange Studies; US 101/I-580 Multimodal and Local Access Improvements; Bellam Blvd Off-Ramp from Northbound US 101; US 101 & Marin City Flood Mitigation Coordination; and US 101 Part-Time Transit Lane (PTTL).

In response to Commissioner Kuhl, ED Richman explained that the County's portion of the cost for the US 101 & Marin City Flood Mitigation Coordination projects is approximately \$6 million and includes both the portable and permanent pumps; and that the portable pump is a short-term solution to address flooding on the roadway while the permanent pump project is in development.

In response to Commissioner Cutrano, ED Richman explained that the portable pump project is scheduled to be completed by year-end 2024. In response to Commissioner Cutrano's inquiry about PTTL, Principal Project Delivery Manager Bill Whitney explained that the State of California is in the process of developing guidelines for PTTLs; and ED Richman explained that current funding for the PTTL covers the environmental phase of the project.

In response to Chair Lucan, Mr. Cherrier explained that the interconnectivity between the US 101/I-580 Multimodal and Local Access Improvements and the Bellam Blvd Off-Ramp Improvements may provide an opportunity to address funding shortfalls.

Chair Lucan 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 Kuhl made a motion to refer the Semi-Annual Project Status Report to the TAM Board for approval, which was seconded by Commissioner Cutrano. A roll call vote was conducted, and the motion passed unanimously.

## **6. Update on the Sea Level Rise Adaptation Planning for Marin County's Transportation System Project (Discussion)**

Associate Transportation Planner Mikaela Hiatt presented this item for discussion.

In response to Commissioner Kuhl, Ms. Hiatt explained that future multijurisdictional project modeling will be incorporated into the analysis and implementation plan for the Sea Level Rise (SLR) Adaptation Planning, including defining a role for TAM. Director of Planning Derek McGill further explained that a component of SLR planning is identifying adaptation projects and the relevant partners/agencies.

Commissioner Cutrano commented that the Adaptation Strategies section of the draft Existing Plan Review Memo was particularly helpful in differentiating between lead agencies; and that perhaps it would be beneficial to identify in which Adaptation Strategies TAM's involvement may add value.

In response to Chair Lucan, ED Richman explained that this item is scheduled to be presented to the full TAM Board at its February 22 meeting; and Ms. Hiatt explained that additional updates will be presented to both the AP&P Executive Committee and the TAM Board after the Technical Advisory Committee (TAC) reviews the Existing Plan Review Memo and completion of the Governance Review. Chair Lucan commented that it may be beneficial to clearly identify the location of jurisdictional maps for individual Board members' reference.

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

Jean Severinghaus expressed support for TAM's Sea Level Rise Adaptation Planning; inquired about bicycle and pedestrian infrastructure within the Existing Plan Review Memo; and expressed concern about water contamination as a result of SLR.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for TAM's Sea Level Rise Adaptation Planning; expressed concern about flooding along the Mill Valley-Sausalito Multiuse Pathway; and commented that the Adaptation Strategies section of the draft Existing Plan Review Memo should include elevated multi-use trails as well as roads.

Mr. McGill explained that the plan will also include multimodal forms of transit, including bus, ferry, and bicycle and pedestrian infrastructure throughout the county.

## **7. Highway 101 Interchange and Approaching Roadway Studies Update (Discussion)**

Mr. Whitney introduced project consultant Kim Franchi of HNTB to present this item for discussion.

In response to Commissioner Cutrano, Mr. Franchi explained that the alternatives presented will be included in the Project Initiation Document (PID).

Commissioner Kuhl 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 expressed support for the proposed safety improvements to the interchanges, including multi-modal options that include grade separations; and referred to similar installations that have been constructed throughout the Bay Area.

Mr. Wells expressed support for the proposed safety improvements to the highway interchanges; and commented on the importance of the long-term vision when designing future infrastructure that incorporates more multimodal users. Mr. Wells also commented on the importance of grade-separated pathways to transverse US 101; and highlighted other installations, such as the US 101/De La Cruz Boulevard/Trimble Road Interchange Improvements in Santa Clara.

Leo Bezar commented on the importance of balancing the cost of the improvements with the number of users served; and inquired about efforts to encourage use of public transit.

Ms. Severinghaus expressed concern with the proposed relocation of bus stops and its potential effect on commute times. Ms. Severinghaus also commented on the importance of a separated bicycle/pedestrian pathway at the State Route 131 Tiburon Blvd./East Blithedale interchange.

*The meeting was adjourned at 5:02 p.m.*



**DATE:** March 11, 2024

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

**FROM:** Anne Richman, Executive Director *Anne Richman*  
Dan Cherrier, Director of Project Delivery

**SUBJECT:** Modification of Alternatives for the US101/I-580 Multi-modal & Local Access Improvement Project and Amendments to Supporting Contracts (Action), Agenda Item No. 5

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## RECOMMENDATION

The Administration, Projects & Planning (AP&P) Executive Committee forwards to the TAM Board for approval the following actions related to the US101/I-580 Multi-modal & Local Access Improvement Project:

1. Add a local improvement only as Alternative “7” and remove Alternatives “Modified 3B” and “6” from future studies including the Environmental Document for the project.
2. Authorize the Executive Director to execute Amendment 2 of Agreement C-FY20-01 with Kimley-Horn & Associates, Inc. for additional scope, funds and extension of contract term for Preliminary Engineering and Environmental Services for the US101/I-580 Multi-modal & Local Access Improvement Project. Not to exceed amount to be increased by \$3.5 million to a total of \$10 million. Contract to terminate July 2028. Funding to be allocated from the Measure AA ½-Cent Transportation Sales Tax and Regional Measure 3.
3. Authorize the Executive Director to execute Amendment 1 of Agreement C-FY20-02 with Fremier Enterprises, Inc. for additional scope, funds and extension of contract term for Preliminary Engineering and Environmental Services for the US101/I-580 Multi-modal & Local Access Improvement Project and MSN B7 & B8 Projects. Not to exceed amount to be increased by \$650,000 to a total of \$1,050,000. Contract to terminate July 2028. Funding to be allocated from the Measure AA ½-Cent Transportation Sales Tax.

## BACKGROUND

TAM, in cooperation with California Department of Transportation (Caltrans) and the Cities of San Rafael and Larkspur, has been exploring alternatives to build a direct highway connection from Northbound (NB) US 101 to Eastbound (EB) I-580 and improve bicycle/pedestrian connections along Bellam Boulevard in San Rafael. TAM successfully advocated to have \$135 million for the Connector included in the voter approved Regional Measure 3 (RM3) to be administered by the Metropolitan Transportation Commission (MTC). The project is also included in TAM’s voter approved Measure AA transportation sales tax, with 2% of the sales tax to be dedicated to the Connector project for cost escalation, public outreach and to accelerate the project (estimated to be over \$16.5 million). This local commitment has allowed the project to move forward while the RM3 funds were delayed due to legal challenges.

In July 2019, the TAM Board authorized the award of a contract with Kimley-Horn & Associates, Inc. to further develop the alternative evaluation, develop preliminary engineering, conduct public outreach, conduct environmental studies/approval and prepare various required reports for the Connector project. At the same meeting, the TAM Board also authorized a contract with Fremier Enterprises, Inc. to provide project management services to support TAM staff with the management of the project.

For the past four years, the TAM Project team has worked with the project Ad-hoc Committee (currently consisting of three TAM Board commissioners), Executive Steering Committee (ESC), Technical Advisory Committee (TAC), Stakeholder Working Group (SWG) and various community and business groups to seek feedback and refine the alternatives. A total of thirteen preliminary connector alternatives were developed which were narrowed down to nine alternatives as part of this process.

In December 2021, staff presented the nine project build alternatives and feedback received from the public outreach effort to the TAM Board. At the meeting the TAM Board provided direction on alternatives to be dropped from further consideration, thus advancing four out of nine alternatives to study in more detail during the environmental phase. A Project Initiation Document (PID), which was a Project Study Report – Project Development Support (PSR-PDS) developed for the four alternatives, was approved by Caltrans in September 2023.

During the development of the PID, the project team updated the project name from “NB US 101 to EB I-580 Direct Connector” to the “NB US 101 to EB I-580 Multi-modal and Local Access Improvement Project” to address Caltrans requirements and to better reflect the refined goals of the project.

Also, during the PID phase, the project team initiated early traffic studies to address issues and questions expressed by the SWG and City of San Rafael regarding the traffic backup on NB US 101, Bellam I-580 EB off-ramp and along the Bellam corridor. Normally, these studies are conducted during the environmental phase.

The Project team will hold a scoping meeting to kick off the environmental phase this summer. The environmental phase is expected to take approximately three years with a target date for completion in mid-2027. Staff will aim to expedite the phase as much as possible while still meeting requirements and conducting public outreach and engagement.

## **DISCUSSION/ANALYSIS**

At the December 2021 TAM Board meeting, nine preliminary alternatives were presented with the goal to reduce the number of alternatives to study in the environmental phase. Four of the alternatives (2, 3A, Modified 3B, and 6) were approved to move forward in the environmental phase for further study.

### **Alternatives Approved for Further Study in Environmental Phase**

Following are brief descriptions of the four alternatives approved by the TAM Board for further study:

**Alternative 2 – Simms Street** – 45 mph design speed. This alternative exits US 101 midway between the top of Cal Park Hill and the Bellam Boulevard off-ramp. A new bridge structure (the connector) would cross Anderson Drive and generally follow the alignment of Simms Street before touching down to connect to I-580. This alternative would require the purchase of several properties along Simms Street.



**Alternatives 3A and Modified 3B – Low Speed** – 35 mph design speed. These alternatives are the lowest cost and are all in the general vicinity of the existing Bellam Interchange with slightly different lane configurations. These are considered “low speed” alternatives because the curve radius would only meet 30-35 miles per hour design speed through the connector. Purchase of a few properties behind the Marin Square shopping center would be required. Modified Alternative 3B would add a new Bellam Boulevard off-ramp bridge structure directly from EB I-580.

**Alternative 6 – Anderson – Mid-Way** – 45 mph design speed. This alternative would exit US 101 midway between the top of Cal Park Hill and the Bellam Boulevard off-ramp. A new bridge structure (the connector) would cross Jacoby Street, Anderson Drive and cross over the Golden Gate Bridge Highway & Transportation District (GGBHTD) bus yard before touching down to connect to I-580. This alternative would impact some businesses and require agreements between Caltrans and GGBHTD. The structure height would be approximately 60 feet where it crosses Anderson Drive.

**Local Improvements and Elements Common to All Alternatives**

All of the connector alternatives are located in East San Rafael and include improvements in and around Bellam Boulevard. Common elements include:

- Bicycle and pedestrian improvements will be made along Bellam Boulevard from Anderson Drive to Kerner Boulevard;
- An auxiliary lane will be constructed along EB I-580 from the new direct connector to Sir Francis Drake Boulevard (SFD);
- The SFD EB on-ramp will be converted to a standard merge to join the auxiliary lane that continues on to the Richmond San Rafael Bridge (RSRB);
- Current estimates include replacement of the WB SFD off-ramp from WB I-580 to allow for the auxiliary lane. Note, should a design exception be obtained, then this portion of the work will be eliminated;
- Replacement of the EB I-580 Undercrossing over Bellam Boulevard with a single span structure;
- The new Undercrossing will set back the abutments to align with the westbound (WB) Bellam Boulevard Undercrossing (replaced during the WB I-580 to NB US 101 Direct Connector construction) to allow for greater flexibility for local improvements.

**Alternatives Summary Table**

<b>Alternative</b>	<b>Name</b>	<b>Design Speed (MPH)</b>	<b>*Preliminary Cost (Millions)</b>
2	Simms Street	45	\$241
3A	Low Speed A	35	\$192
Modified 3B	Low Speed B – Modified	35	\$200
6	Anderson Drive/Mid-Way	45	\$315

Notes: 1. Estimate is in 2031 dollars – escalation to midpoint of duration of construction

2. Costs do not include additional Bellam operational improvements to improve traffic congestion on the Bellam corridor

3. Includes 35% contingency but does not include any Vehicle Miles Travelled (VMT) mitigation costs

### **Traffic Studies**

During the development of the connector alternatives along with community and agency input, there are several local challenges that came to the surface that require further evaluation as part of this project:

- Regional and local traffic backs up onto freeways (NB US 101 and EB I-580) from SFD and Bellam off-ramps.
- Constrained movements and close signal spacing along Bellam Boulevard from Anderson Drive to Kerner Boulevard.
- Additional improvements are needed on Bellam to improve pedestrian and bicycle safety and connectivity.

These challenges were presented to the TAM Board at its December 2021 meeting. The Project team determined that initiating early traffic studies in advance of the environmental phase could provide beneficial information regarding the above-mentioned challenges. The traffic studies were designed to assess the regional and local traffic back-ups on US 101 and I-580 and the congestion along Bellam, now and in the future. The project team analyzed the traffic from NB US 101 to the Richmond-San Rafael Bridge via SFD and Bellam Boulevard and how a series of local improvements on the Bellam corridor and the building of a direct connector impact traffic and travel times. The traffic studies were done in coordination with the City of San Rafael.

Independent from the US-101/I-580 project, TAM is working to deliver a project on the I-580 EB Bellam off-ramp to add a lane and improve traffic flow at this off-ramp. This project is scheduled to start construction later this year. This project is considered a local improvement and is included in the traffic analysis and is noted as Option 2 below.

The traffic studies include an analysis of the following options:

1. No build – do nothing
2. Build I-580 EB Bellam Off Ramp Project only (separate project to start construction in fall 2024)
3. Build I-580 EB Bellam Off Ramp Project plus additional local improvements on the Bellam corridor
4. Build a direct connector in addition to Option 3

The Project team explored operational improvements to Bellam Boulevard as a way to mitigate the back-ups on US 101 and I-580. The results indicated that not only would the operational improvements reduce the back-up, there are also noteworthy travel time benefits for both local and regional traffic with the implementation of a suite of local improvements including Options 2 and 3 noted above. Additional travel time savings are achieved by building a direct connector; however, the majority of the travel time savings are achieved through local improvements.

### **Alternatives to Study in Environmental Phase**

As a result of the traffic studies and significant feedback received during outreach activities, the Project team is recommending that Alternatives “Modified 3B” and “6” be left out of studies during the environmental process. The rationale for dropping these alternatives include:

1. Alternative Modified 3B – would add an additional lane and signal phase to the I-580 EB off ramp which would exacerbate the congestion on the off ramp. In addition, Caltrans has expressed issues with design exceptions and the traffic operations of the off ramp. This option generated very little support during the outreach process.
2. Alternative 6 – would place a 60-foot high structure crossing Anderson Drive and have the associated visual impacts. Also, concern from GGBHTD regarding potential impacts to the bus facility has been noted. Furthermore, the high cost would potentially delay the construction.

In addition, significant benefits can be achieved by adding a new Alternative consisting of local improvements only. This approach has the additional advantage of being able to be completed sooner (see Slide 22 of the Attachment) and should be able to be constructed with available funding.

Therefore, staff is recommending the following four alternatives be advanced into the environmental phase of the Project:

1. No Project (required to be analyzed);
2. Alternative 2 – Simms Street plus addition of local operational improvements on Bellam;
3. Alternative 3a – Behind Marin Square plus addition of local operational improvements on Bellam;
4. Alternative 7 – New alternative to study local operational improvements on Bellam corridor with no direct connector.

With this approach, TAM can move forward with the voter approved NB US 101 to EB I-580 connector and also study a local, less expensive option. This allows the public to provide further input on the project scope and select a preferred alternative as part of a transparent, rigorous environmental process.

The Ad-hoc Committee has met twice since the fall of 2023, and at its most recent meeting expressed support for the recommendation to adjust the alternatives as described.

### **Public Outreach**

TAM established a SWG for the project planning phase and brought together a group of 20 invited leaders and influencers from a diverse, representative array of community interests, including neighborhoods, businesses, environmental and community organizations, and Marin commuters. The role of the SWG was advisory to the Project team and the Ad-hoc Committee.

SWG meetings provided the Project team with an opportunity to understand community concerns and issues early on and allowed trust to build. The meetings also allowed community leaders to work with each other and the technical specialists to narrow the alternatives to be advanced to the environmental phase for further study. A total of seven SWG meetings were held between June 2020 and October 2023 with a meeting on October 11, 2023 to close out the planning phase.

The SWG membership will be updated for the environmental phase, as some members have changed jobs or moved away from the area. The next meeting is expected in April or May, 2024 with additional meetings to follow as needed.

In addition, the TAM Project team met with many community organizations and agencies including:

- Cities/Agencies  
San Rafael City Council, City of San Rafael staff, San Rafael Bicycle & Pedestrian Advisory Committee, City of Larkspur staff, GGBHTD, Marin Transit, and the TAM Citizens' Oversight Committee
- Community Organizations  
Canal Alliance, League of Women Voters, Multicultural Center of Marin, Federation of San Rafael Neighborhoods, East San Rafael Working Group, Resilient Shores, Marin Conservation League, Pt. San Quentin Association, Spinnaker Point & Baypoint neighbors
- Property Owners  
Central Marin Sanitation Agency and Marin Sanitary Services

### **Equity Outreach/Community Engagement**

Based on input from the SWG and the Ad-hoc Committee regarding equity and impacts to communities in and around the Canal neighborhood, the Project team, in coordination with the City of San Rafael, engaged an equity planning expert from the University of California, Berkeley, to assist with the planning and implementation of an outreach and education plan.

The engagement approach is a community-centered model to create opportunities for effective, authentic, meaningful, and sustained partnership with communities in the project area. Relative to other stakeholder groups, communities in and around the Canal neighborhood require greater support to offer informed feedback. The community engagement plan provides an opportunity to invest in incorporating community participation more strategically, being responsive to the context and the barriers to engagement.

A community-centered short-term training course took place with resident leaders from the Canal community over a series of 7 sessions in the fall of 2023 that provided two key streams of instruction:

- 1) Understanding the field of transportation planning and the related terms, acronyms, agencies, and processes, and
- 2) Applied practice using the Project as a case study to understand the alternatives within the local context, as well as the context of planning practice and history.

The objectives for the course included developing the capacity among resident leaders to provide informed recommendations and feedback, and to invest in the capacity-building and leadership among residents and resident leaders in low-income communities for the development of a sustained, long-term partnership among agencies and residents. Residents can use the knowledge gained in this community engagement course and apply the lessons learned in future projects such as climate change impact resilience, affordable housing, and community development.

The training concluded with a final meeting in October 2023 during which the members of the community prepared and presented a PowerPoint to highlight their issues and concerns along the Bellam corridor. Staff from TAM and the City of San Rafael attended the final meeting. A follow up meeting with the resident leaders is planned for April 2024 and will continue through the environmental phase.

### **Bellam Workshops**

The Project team will hold a series of workshops to obtain input from the community regarding the potential improvements to the Bellam corridor. These meetings will start after the environmental scoping meeting this summer and will aid in the development of the new Alternative 7 (local only alternative), as well as local operational improvements to be added to Alternatives “2” and “3a”.

### **Contract Amendment – Kimley-Horn & Associates**

In July 2019, the TAM Board authorized the award of a contract with Kimley-Horn & Associates, Inc. (KHA) to develop preliminary engineering, outreach, environmental studies/approval and various required approval reports for the project for a not to exceed amount of \$5,900,000. The contract term ends on June 30, 2024.

On January 28, 2021, Amendment 1 of the Agreement was approved by the TAM Board to add scope and an increase of funds to perform additional traffic studies to assess a third lane on the Richmond-San Rafael Bridge, expanded public outreach, a more detailed equity analysis and additional engineering to expand the development of alternatives. The not to exceed amount was increased by \$600,000 to a total of \$6,500,000.

Now that the planning phase is complete and the environmental phase is starting, a reassessment of the scope and budget is necessary in order to complete the environmental phase. More budget and time than originally anticipated was spent on the planning phase to develop the PID due to an increase in the number and detail of alternatives analyzed, increase in the public outreach effort, including the number of public and stakeholder meetings and implementation of equity outreach workshops, and additional traffic studies to further refine the alternatives and address input from the community.

Based on the above-described additional effort required for the Project, in order to complete the environmental phase, staff recommends increasing the budget of the contract with KHA by \$3.5 million to a total not to exceed amount of \$10 million and extending the contract term through July 31, 2028. Note, this date is in conformance with TAM’s past practice of limiting consultant contracts to a current time horizon of 5 years. The original Agreement was for five years and this action will be for five additional years.

### **Contract Amendment – Fremier Enterprises, Inc.**

In July 2018, the TAM Board authorized the award of a contract with Fremier Enterprises, Inc. for project management services to assist the TAM project management team with the delivery of the Project for a not to exceed amount of \$400,000. The project manager represents TAM’s interest to deliver the project, interacts with other project consultants, various agencies, Caltrans and the Cities of San Rafael and Larkspur. The contract term ends on June 30, 2024.

In order to continue to provide project management services through the environmental phase, a contract amendment is necessary to provide additional budget and extend the contract term. In addition, with the recent departure of a key TAM project manager, additional project management support is needed to complete the delivery of the Marin Sonoma Narrows (MSN) B7 and B8 projects. Staff engaged Fremier Enterprises for the MSN projects due to Ms. Fremier’s prior work and knowledge of the MSN corridor projects, which will allow for a smooth transition. Staff recommends increasing the budget of the contract with Fremier Enterprises by \$650,000 to a total not to exceed amount of \$1,050,000 in order to continue project management services on this Project, add project management services for the MSN B7 & B8 projects and extend the contract term through July 31, 2028.

## **FISCAL CONSIDERATION**

The recommended contract amendments require no change to the FY2023-24 TAM Annual Budget as this Project spans many years and there is sufficient budget authority for the current fiscal year. Sufficient funding will be available in Regional Measure 3 and Measure AA to complete the design for the final selected alternative. Availability of construction funding will depend on the selected preferred Alternative.

## **NEXT STEPS**

TAM staff will continue to work with the consulting team to advance the Project through the environmental phase while considering the needs of a variety of stakeholders. A full schedule is provided on Slide 22 of the Attachment.

## **ATTACHMENT**

Attachment A – PowerPoint Presentation





# US-101/I-580 Multi-Modal and Local Access Improvement Project

Administration, Projects & Planning  
Executive Committee  
March 11, 2024



# Agenda

- Project Background and Status
- Overview of Related Proposed Improvements
- Traffic Study Findings
- Potential Project Development Risks
- Consultant Contract Amendments
- Recommendations





## Project Goals and Objectives

- **Enhance circulation on local streets** by separating regional pass-through traffic from local traffic on surface streets and provide reliable travel times for regional and local traffic.
- **Enhance the active transportation network** (e.g., bicycle, pedestrian, bus transit) within the project area and improve connectivity to transit hubs in San Rafael, Larkspur, Richmond, and El Cerrito.
- **Enhance bicycle and pedestrian safety** on local streets by constructing protected bike lanes and rerouting regional traffic that contribute additional risk and stress to bicyclists, pedestrians, and other vulnerable road users;
- **Improve connectivity between NB US 101 and EB I-580** for regional traffic in and out of Marin County using the Richmond-San Rafael Bridge
- **Enhance and support economic prosperity** in the project area by providing better and more reliable access to current and future businesses

# Project Basis and Available Funding

- **Regional Measure 3:** \$135 million to build a Direct Connector from NB U.S. 101 to EB I-580. These funds can be used for Planning, Environmental, Design, Right of Way, and Construction.
- **Measure AA:** \$16.5 million to compliment RM3 and to add local enhancements.

# Project Status

- Planning & Outreach ongoing since 2020
- December 2021 – TAM Board approved 4 build alternatives to analyze in the environmental phase.
- Traffic challenges on local streets, particularly Bellam Blvd, are increasingly important to the project
  - Concerns raised by the public and stakeholder groups revolved around traffic backups onto NB US 101 and EB I-580 from the Bellam off ramp
  - This is caused by constrained movements and close signal spacing along Bellam Blvd from Andersen Drive to Kerner Blvd.
- Additional traffic studies resulted in refinement of alternatives, presented here.

# Key Outreach Activities

- Stakeholder Working Group
  - 20 representatives from various interests
  - Seven meetings since June 2020
  - All meetings open to the public
  - Will reconvene the group for the environmental process
- Civic engagement training sessions with resident leaders from the Canal and Woodland neighborhoods
  - Community-centered training course over a series of 7 sessions in the fall of 2023
  - Will continue coordination as project progresses
  - Conducted in Spanish
- Ongoing coordination with City Agencies, Community Organizations and Property Owners
- Upcoming Scoping meeting and Bellam Boulevard area local improvements workshops



# Direct Connector Alternatives Recommended by the Board



# Alternatives Cost Update

Concept	Design Speed (mph)	Preliminary Cost <sup>(1,2,3)</sup>
Alternative 2	45	<b>\$241M</b>
Alternative 3A	35	<b>\$192M</b>
Alternative 3B (Modified)	35	<b>\$200M</b>
Alternative 6	45	<b>\$315M</b>

1. In 2031 Dollars – Escalation to midpoint of duration of construction
2. Costs do not include additional Bellam operational improvements (roundabouts or signalized options)
3. Includes 35% Contingency but does not include any VMT mitigation costs

Existing Funding includes:

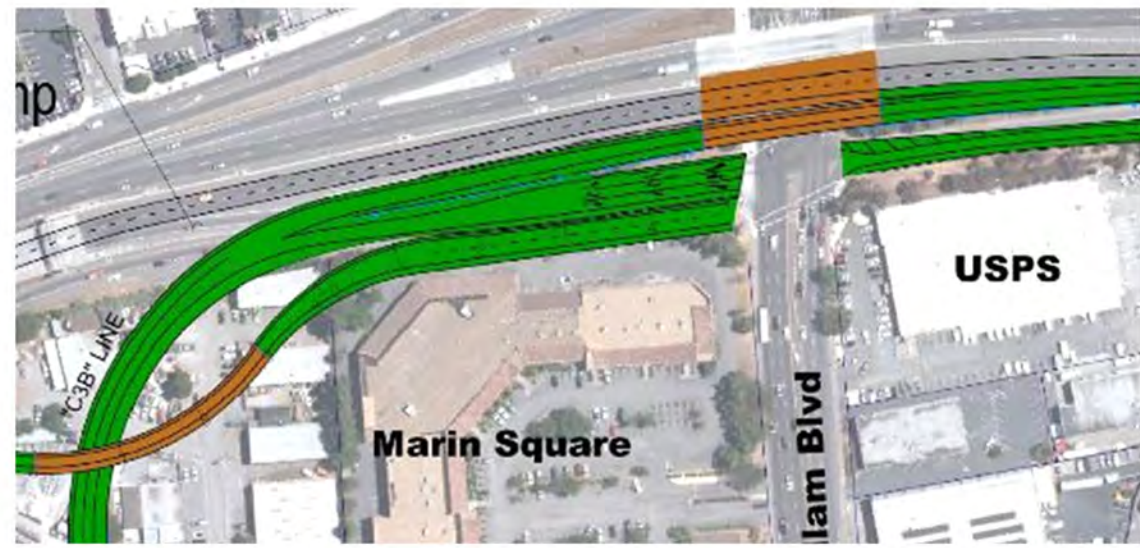
- \$135M of Regional Measure 3 Funds
- \$16.5M of Measure AA Funds



# Recommend Discontinuing Two Alternatives

- Alternative Modified 3B
  - Additional lane and signal phase at I-580 EB off ramp would exacerbate the off-ramp congestion.
  - Caltrans has expressed issues with design exceptions and the traffic operations of the off ramp.
  - This option generated very little support during the outreach process.
- Alternative 6
  - Would place a 60-foot-high structure crossing Anderson Drive with associated visual impacts.
  - Concern from GGBHTD regarding potential impacts to the bus facility.
  - High cost would potentially delay the construction.
- Reduce additional project development costs due to elimination of 2 project alternatives
- This recommendation was supported by the Ad-hoc Committee

# Alternative 3B (Modified) with New Bellam Exit



**Cost: \$200M+**  
**Design Speed: 35 mph**  
**Height: Up to 22 ft**



# Alternative 3B (Modified) - Visual Simulation

US-101/I-580 Multi-Modal and Local Access Improvement Project



← TO NOVATO

Close Eastbound I-580 off-ramp to Bellam

TO RICHMOND →

New Cul-de-Sac at end of Gary Place

Maintain existing Northbound US101 off-ramp to Bellam

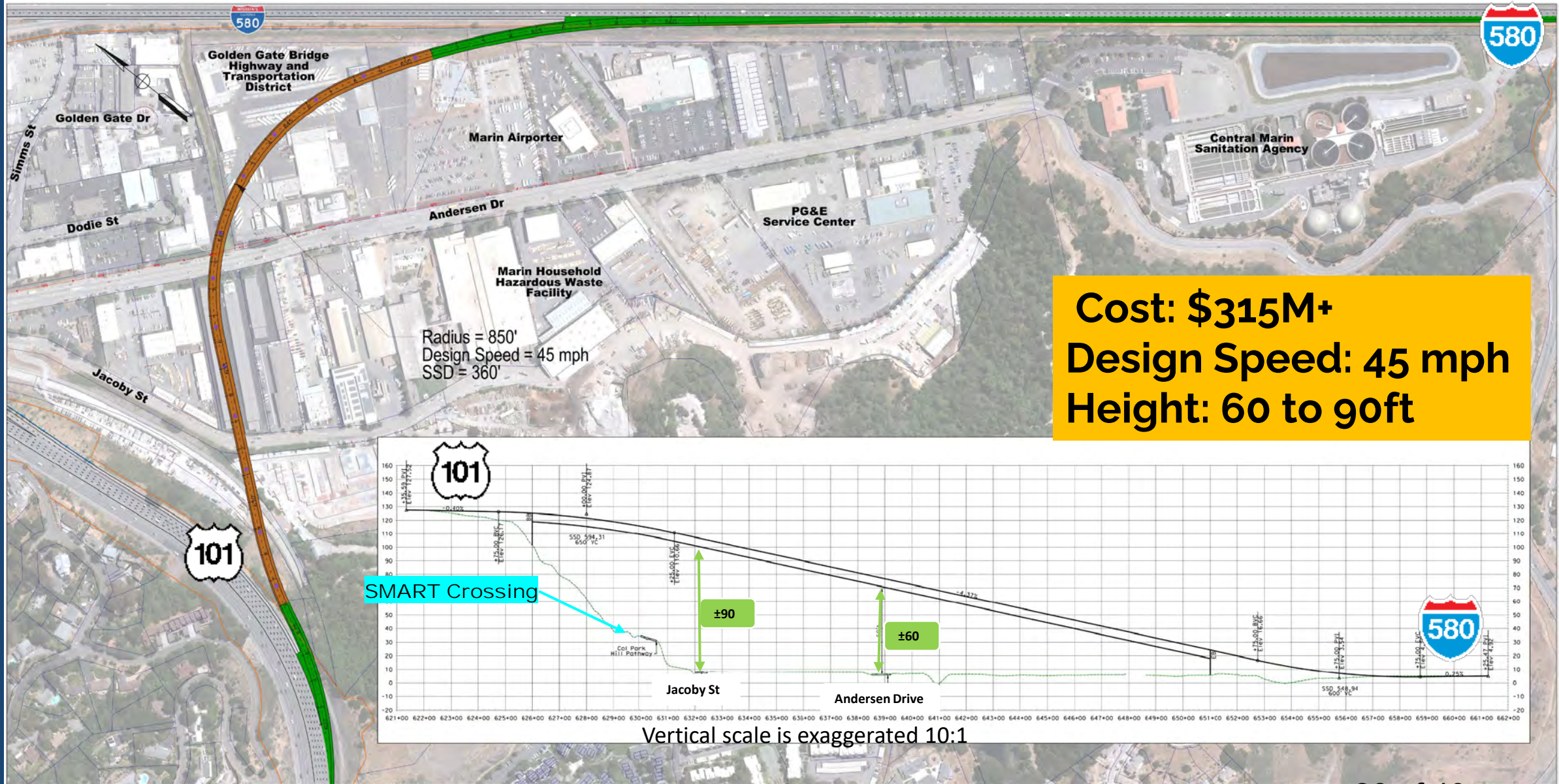
New Eastbound I-580 off-ramp to Bellam

Combined Direct Connector / Bellam Blvd Exit

← FROM SAN FRANCISCO



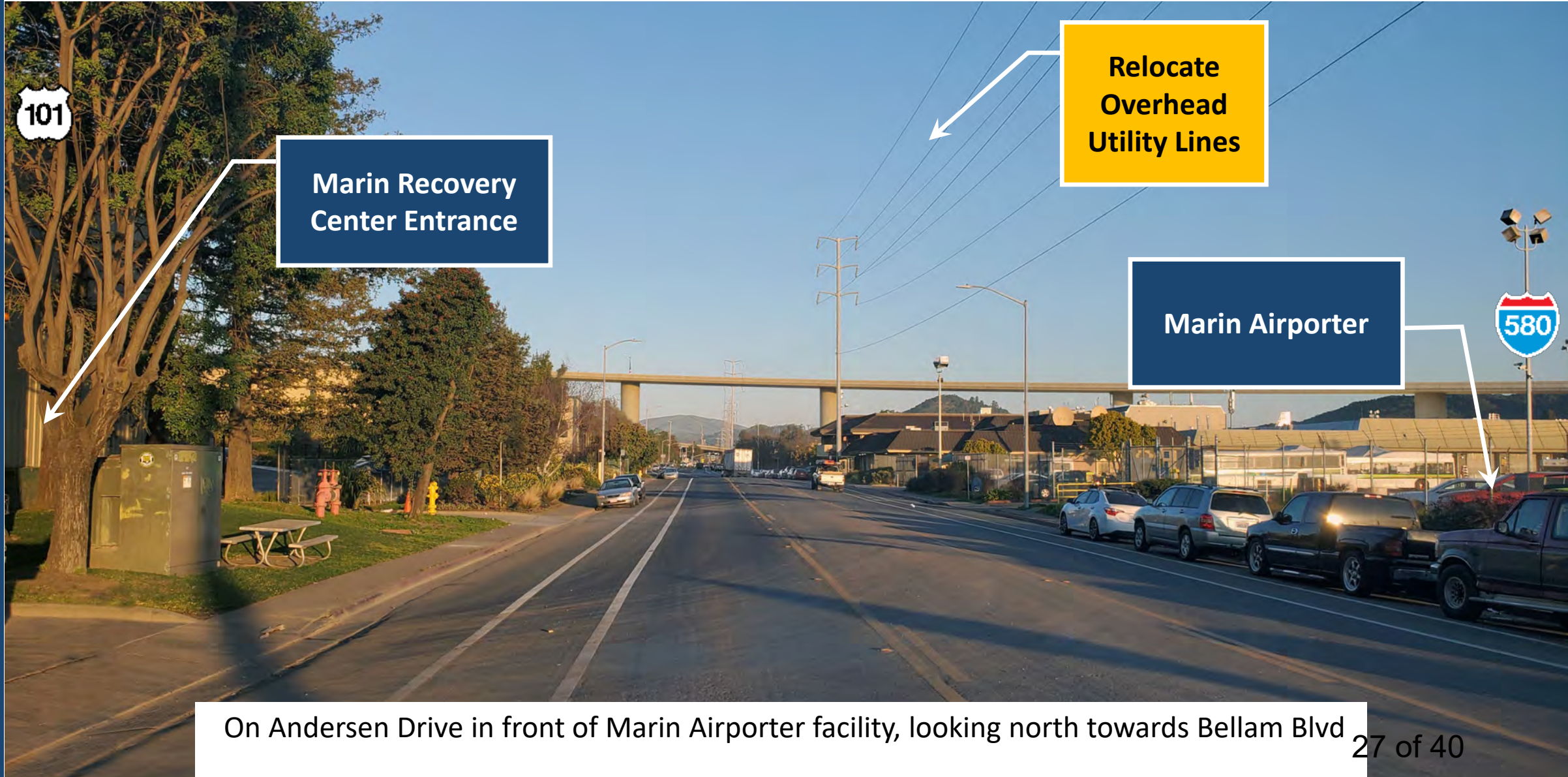
# Alternative 6 - Andersen Dr Mid-Way





# Alternative 6 - Andersen Dr Mid-Way – Visual Simulation

US-101/I-580 Multi-Modal and Local Access Improvement Project



On Andersen Drive in front of Marin Airporter facility, looking north towards Bellam Blvd



# Proposed to be Eliminated Alternatives





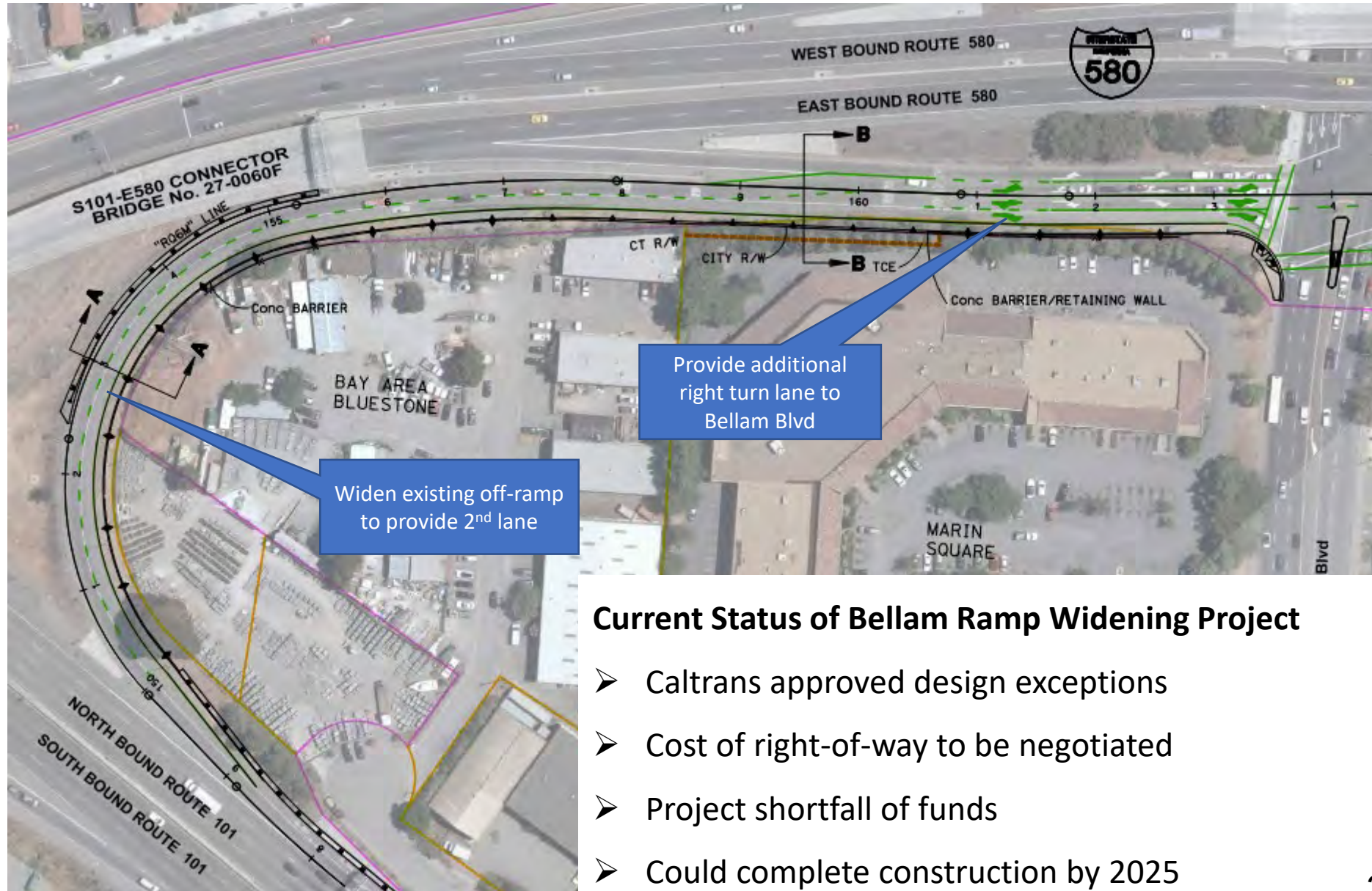
# Related Proposed Improvements

- Near-Term Bellam Ramp Widening
- Local Bellam Operational Improvements



Source: Paris Transportation Consulting

# Near-Term Bellam Ramp Widening Project

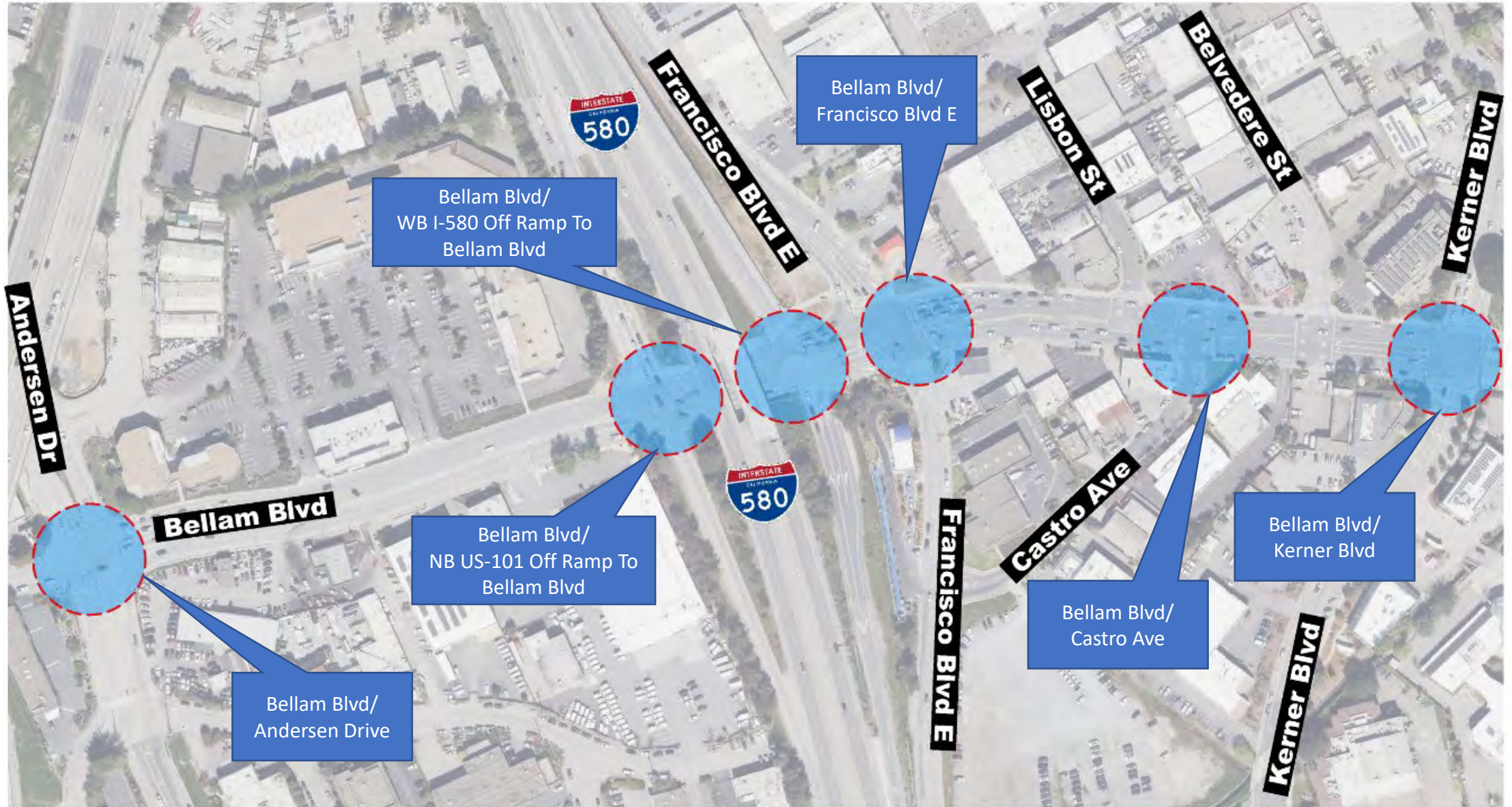


# Bellam Blvd Improvements Local-only Alternative

- Need
  - Intersections too close to each other
  - Not sufficient room for storage and queuing
  - Intersections allow all movements
  - Significant pedestrian and bicycle activity at Francisco/Bellam/580 off-ramp
  - Back-up onto US 101
  - Improve ingress and egress to and from the Canal Neighborhood
- Options for Local Bellam Improvements (under development)
  - Roundabouts
  - Signalized Intersection Modification



# Bellam Blvd Local Improvements Project Area





## Preliminary Traffic Modeling

- The Project team advanced a portion of the traffic studies to answer questions generated during the preliminary outreach.
- The primary question was to determine if local improvements on Bellam could reduce the spill back onto NB 101 to prevent the need for braided ramps.
- The results have been very encouraging and are indicating that not only would Bellam operational improvements prevent the need for braided ramps, they also may address the back-ups associated with traveling between NB 101 and EB 580.

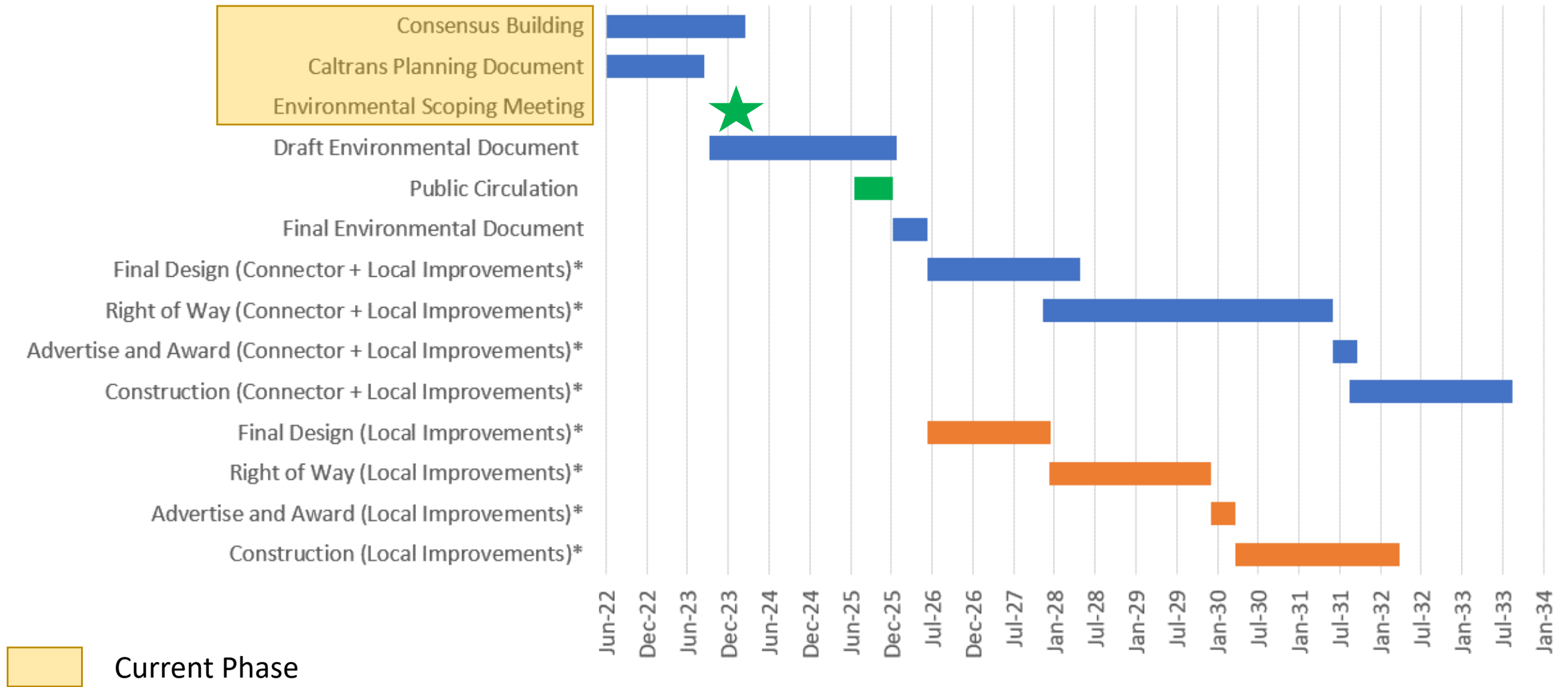
# Recommend Adding Bellam Blvd Improvements Local-only Alternative

- Add Local-only alternative as a stand-alone Alternative (“Alternative 7”)
  - Allows evaluation of direct connector options with the local alternatives added
  - Allows selection of local only alternative and/or connector at the end of the environmental process
  - Consistent with RM3 and Measure AA language
  - Allows advancing the local improvements, regardless of which alternative is selected, potentially with phased approach
- This recommendation was supported by the Ad-hoc Committee
- Recommendations would result in environmental process analyzing:
  - No-Build, and Alternatives 2, 3a, and 7

## Potential Project Development Risks

- **VMT Mitigation:** To address GHG emissions, project may require VMT mitigation which will further increase the costs
- **Sea Level Rise:** Working with the City of San Rafael in identifying mitigation measures for the area. Without a plan, Caltrans may require raising the profile of I-580
- **Ramp Metering:** Caltrans may require metering the connector
- All Alternatives have a significant **funding shortfall**
- Maintaining **support from the local community**

# Project Schedule – With Potential Phasing



\* Subject to funding availability

# Contract Amendments

## Kimley-Horn and Associates

- In July 2019, TAM entered into a 5-year Agreement for outreach and environmental
- The level of outreach and additional scope (including preliminary traffic studies) require an increase of \$3.5 M to the contract (to \$10.0 M)
- An additional 5-year term should complete the scoped work

## Fremier Enterprises, Inc.

- Also in July 2019, TAM entered into a 5-year Agreement to provide contract management for the 101-580 Project
- Scope augmented to include management of the Marin-Sonoma Narrows B7 and B8 and the 101-580 project requires an increase of \$650,000 (to \$1.05M)
- Contract needs to be to extended through July 2028

## Recommended Actions to Forward to TAM Board

1. Eliminate Alternative Modified 3B and Alternative 6 from the upcoming Environmental Studies and add a new Alternative 7 (local operational improvements only).
2. Authorize the ED to execute an Amendment for the Kimley Horn contract to increase the not to exceed amount by \$3.5M (to \$10M) and extend the term to July 2028.
3. Authorize the ED to execute an Amendment for the Fremier Enterprises contract to increase the not to exceed amount by \$650,000 (to \$1.05M) and extend the term to July 2028.

# Next Steps

- TAM Ex Comm and Board in March to approve actions/recommendations from Ad-Hoc and contracts
- Provide update to San Rafael City Council in April or May, engage with Larkspur staff/Council
- Continue with Stakeholder Working Group
- Continue with neighborhood leaders from Canal and Woodland areas
- Conduct community workshops focusing on Bellam Improvements
- Proceed with preparation for Scoping/EIR kick-off in the Summer
- Proceed with Near-term Bellam Off-Ramp project

# Questions and Discussion