



DATE: June 28, 2018

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Principal Project Delivery Manager
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Approaches to the Richmond San Rafael Bridge – CEQA Determination, Project Update, Augment Project Budget by Allocating Transportation Sales Tax Interest Funds, and Approve Contract Amendment and Interagency Agreement (Action), Agenda Item No. 6g

RECOMMENDATION

Staff is requesting the TAM Board support the Programming and Projects Executive Committee approval of the following Actions: (1) Augment the existing project budget with an allocation of \$687,000 of Transportation Sales Tax Interest Funds, (2) Authorize the Executive Director to execute a contract amendment with BKF Engineering to increase the Not to Exceed amount by \$350,000, (3) Confirm staff decision to stop design activities on the bicycle facility on the westbound I580 off-ramp flyover to East Sir Francis Drake; (4) Authorize the Executive Director to Enter into an Interagency Agreement with the County of Marin for Construction Management and construction capital in the amount of \$4,000,000, (5) Adopt CEQA findings for the Bellam Project.

BACKGROUND

On July 28, 2016 the TAM Board allocated \$7,700,000 of Measure A Bond Reserve Funds for projects that will improve access from Northbound Highway 101 to the Richmond San Rafael Bridge. The two routes to the bridge include East Sir Francis Drake Blvd from US101 to I580 and the northbound off ramp from US101 to Bellam Blvd. This work also included preliminary work on a direct connector from northbound 101 to eastbound 580.

The scope of improvements on East Sir Francis Drake Blvd (ESFD) included moving the eastbound lane reduction location approximately 1,000 feet to the east, adding a second right turn lane from Larkspur Landing Circle onto west bound ESFD, signal upgrades, installing conduits for a future project to allow the SFD corridor to be ready for Active Traffic Management, and pedestrian and bicycle improvements including adding a K-Rail on the westbound I580 off-ramp flyover to ESFD.

The scope of the Bellam Blvd improvements involves adding a second lane to the off-ramp to separate Highway 101 traffic turning left at Bellam from traffic going straight across the ramp or turning right. In addition, the Project will add a second right turn lane to help with traffic merging from the I-580 off-ramp, reconfigure the crosswalk across Bellam, and make improvements to the eastbound on-ramp.

A portion of the funding authorized by the Board was used to advance preliminary design concepts for the northbound US-101 direct connector to I-580. These funds were used to develop conceptual designs

approximately a year and a half ago that led to the successful inclusion of the connector into the adopted Project List for the Metropolitan Transportation Commission (MTC) Regional Measure 3 toll Program (RM3). There is \$135 million set aside in RM3 for the direct connector project in Marin. RM3 passed voter approval on June 5th, 2018, across the nine county Bay Area. Overall approval was 55% with Marin approval at over 60%.

DISCUSSION

The improvements to East Sir Francis Drake are substantially complete with minor adjustments being made to refine the signal timing to continue to improve the operational efficiency of the intersections. TAM lead the environmental and design phase while the City of Larkspur administered the construction phase. The Board authorized a budget adjustment during construction that was necessary to cover the actual costs using a portion of the original budget. No additional funds were added to the funding plan at that time. The original estimated costs for ESFD was \$2,500,000 which include the K-rail on the flyover from I580. This work was pursued separately to allow the ESFD work to be accelerated. The final cost for the ESFD project was \$3,830,000. The constructions costs were higher than estimated as well as the project “soft costs” that were also higher than estimated.

The work for the Bellam Blvd project is proceeding. Additional time has been necessary due to the need to obtain right-of-way and also to work with Caltrans as 100% of the permanent Project is either in existing State right of way or right of way to be dedicated to the State. The final submittal has been made for the encroachment permit. Final approval is expected in late Fall, at which point TAM can proceed to advertisement. A construction contract is expected to be awarded in early 2019 with work to be completed approximately one year later.

A separate CEQA environmental document has been pursued for the Bellam Blvd Project. Based on the scope of the design improvements, an assessment of potential project impacts on the environment has been completed. The project team reviewed the CEQA Guidelines to determine if the project meets the criteria for processing as a categorical exemption under CEQA. A project description as well as the CEAQ form are shown in the Attachments. The project has been found to qualify under the exemption for existing facilities as per CEQA Guideline Section 15301 and Section 15300.2. The TAM Programming and Projects Executive Committee requested that staff get legal opinion as to the adequacy of a CE for this Project. Per that request, County Counsel has reviewed the consultant provided documentation and supports this decision.

TAM staff originally considered directly managing the construction of the Bellam Project. However, after workload consideration, it was decided to maintain the current practice of utilizing outside agencies to manage day to day construction activities on TAM projects. Staff negotiated with both Caltrans and the County of Marin to determine which agency could best fit the Project budget and timeline. Negotiations with the County of Marin yielded the most cost-effective option. It is recommended, therefore, to enter into an interagency agreement with the County of Marin for \$800,000 for construction management. The agreement will utilize the County for advertising, Award and Approval of the Construction contract, and so capital construction costs are also included, \$3,000,000 for construction capital, and \$200,000 for contingencies. Therefore, the total agreement will be for \$4,000,000.

As noted above, the work on the flyover was pursued separately. The design has been advanced to approximately the 90% stage. TAM has had numerous meetings with Caltrans staff to establish design features and incorporate Caltrans design standards when feasible; however, design exceptions will be required prior to approval. The current cost estimate to finalize the design and administer the construction phase is \$1,600,000. This estimate is significantly more than originally estimated and funds are not available to continue. Staff recommends suspending the project at this time. Note, TAM had asked MTC to consider

funding this project as part of the Richmond San Rafael Bridge Multi-Use Path Project, as it provides bicycle access from ESFD to the planned conversion of the upper deck shoulder for use by pedestrians and bicyclists. MTC declined to fund the project, resulting in TAM including the scope as part of these three projects improving access to the Richmond San Rafael Bridge. Due to the cost over-runs of the approach projects on ESFD and at Bellam, project staff is recommending we pause on the flyover project and redirect remaining funds to complete the Bellam Blvd project. Staff is not recommending abandoning the project, but to re-evaluate this project in the future and pursue grant opportunities for funding.

FISCAL IMPACTS

The TAM Board originally allocated \$7,700,000 of Measure A Transportation Sales Tax Bond Reserve Funds. The break down by Project was \$3,000,000 for the Bellam Project capital, \$2,500,000 for the capital portion of both projects on Sir Francis Drake, and \$1.950,000 for total support. This last amount included environmental, design, construction management, right of way, and staff time. The remaining \$250,000 was for work on the 101 to 580 Direct Connector.

Based on cost-overruns from the East Sir Francis Drake Project, increased project “soft costs”, and higher construction capital costs being anticipated, staff is recommending the Committee and Board augment the original budget by \$687,000. Note, this amount is slightly higher than shown to the Executive Committee due to refined cost estimates.

A breakdown of the remaining expenditures includes:

Capital Costs with Contingency	\$3,200,000
Construction Management	\$800,000
Additional Engineering	\$350,000
Project Management - TAM	\$80,000
Right of Way	\$20,000
Total Required to Complete Bellam Project	\$4,450,000

Original Board Allocation for the RSR Approach Improvements	\$7,700,000
Amount allocated to NB101 to EB580 Direct Connector	\$250,000
Amount spent to date on the three projects	\$3,687,000
Funds Remaining	\$3,763,000

Project Shortfall **\$687,000**

As Bond Reserve is limited, staff recommend using Measure A Transportation Sales Tax Interest Funds. These funds have been included in the Strategic Plan Update currently under consideration by the Board. Approximately half of these funds will be required to enter into the Agreement with the County, with the remaining amount assigned as contingency. Note staff expect higher than anticipated bids which has been the trend in recent projects in the county.

A portion of the additional funds are needed for additional design costs. The initial contract with BKF Engineers for design and construction was for \$1,160,000. This did not include design support during construction. Also, several additional studies were required to approve the environmental documents. It is estimated that an additional \$350,000 will be required to complete all of the additional work, increasing the Not to Exceed amount to \$1,510,000.

As stated it is recommended to enter into an agreement with the County of Marin for \$4,000,000 to perform construction management, and for construction capital. Staff will return with an update after bids are received

in early 2019. Should the bids come in higher than the estimate a revised funding plan will be developed. Note that some contingency has already been accounted for, as mentioned above.

NEXT STEPS

Staff will continue to work with Caltrans and the County of Marin for the work at the Bellam off-ramp. Major activities include obtaining necessary right of way, obtaining the encroachment permit, certifying the CEQA CE, entering into the CM agreement with the County of Marin.

Staff will be returning in January 2019 with results of the bidding process for the work near Bellam Boulevard.

ATTACHMENTS:

- A – CEQA Notice
- B – CEQA Project Description

CEQA NOTICE OF EXEMPTION

To: Marin County Clerk-Recorder
 3501 Civic Center Drive, Suite 208
 San Rafael, CA 94903

From: Transportation Authority of Marin
 900 Fifth Avenue, Suite 100
 San Rafael, CA 94901

Project Title: Bellam Boulevard Off-Ramp Improvement Project

Project Location: U.S. 101/Bellam Boulevard northbound off-ramp to Bellam Boulevard/I-580 eastbound on-ramp

Project Location – City: San Rafael

Project Location – County: Marin

Name of Public Agency Approving Project: Transportation Authority of Marin

Description of Project: The proposed project will add a second lane to the US 101 northbound off-ramp to Bellam Boulevard/I-580, thereby adding a fourth lane to the ramp terminus at the Bellam Boulevard intersection. The north approach to the intersection would be modified to allow for two left-turn lanes, a shared right-turn through lane, and dedicated right turn. The I-580 eastbound on-ramp will be widened to receive the shifted through lane. The project will add new storm drain inlets and concrete lined ditches to maintain the existing drainage patterns of the area. The project will also add a retaining wall, barrier, and replacement lighting to the off-ramp. The traffic signals in the northwest and southwest quadrants of the intersection will be relocated due to the ramp widening.

Name of Person or Agency Carrying Out Project: Transportation Authority of Marin, Dan Cherrier

Exempt Status: Class 1, Section 15301, Existing Facilities: Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.

Reasons why Project is Exempt: The project would implement minor improvements to existing on-ramp and off-ramp facilities on existing highways and would not expand the use of these facilities.

Per Section 15300.2 of the California Environmental Quality Act (CEQA) Guidelines, it has been determined that the project is not located on a hazardous waste site, would not result in a significant impact due to unusual circumstances, damage scenic resources, affect a historic resource, or result in a cumulative impact. For these reasons and those stated above, the project is exempt from the provisions of CEQA.

Lead Agency Contact Person: Dianne Steinhauser	Phone Number: (415) 226-0815	
Signature:	Date:	Title: Executive Director

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Project Description – Bellam Boulevard Improvements

Improvements

The proposed project would implement the following improvements to the US 101 northbound off-ramp to Bellam Boulevard and I-580 eastbound on-ramp south of Bellam Boulevard in San Rafael:

- Add a second lane to the off-ramp of Bellam Boulevard from US 101 beyond the gore point and continue the lane beyond the I-580 off-ramp to the Bellam Blvd. intersection, thereby adding a fourth lane to the ramp terminus.
- The north approach to the intersection would be modified to allow for two left-turn lanes, a shared right-turn through lane, and dedicated right turn.
- The I-580 eastbound on-ramp will be widened to receive the shifted through lane.
- All widening would occur on the south/west side of the off- and on-ramps.
- The project will add new storm drain inlets and concrete lined ditches to maintain the existing drainage patterns of the area.
- Project will add a retaining wall (Type 5), barrier, and replacement lighting to the off-ramp.
- The traffic signals in the northwest and southwest quadrants of the intersection will be relocated due to the ramp widening.

Grading

The depth of excavation for the cast-in-drilled-hole light foundation is 7 feet. The depth of excavation for the retaining wall varies from 2.7 feet to 4.9 feet. The project requires 3,400 yards of roadway excavation for the roadway widening. The depth of excavation for the widened roadway is 2.6 for most of the project (Sta 149+00 to 157+00 and the BCM Line at on-ramp). Over-excavation is required along a certain stretch of the off-ramp (Sta 157+00 to 163+00) to a depth of 4.35 feet. The over-excavation is proposed to accommodate ADL soils from Sta 149+00 to 157+00 that are required to be buried under pavement. The remaining clean excavated material from this area, and the area excavated from the BCM line, can be used in other normal grading operations or disposed of outside of Caltrans R/W.

Construction

A temporary construction easement will be required from the Marin Square Shopping Center to provide for staging and to facilitate construction of the proposed retaining wall for the Bellam Boulevard off-ramp.

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