



DATE: June 13, 2016

TO: Transportation Authority of Marin Programming and Projects Executive Committee

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

SUBJECT: Tam Junction Project – Approve Actions Necessary to Proceed to Construction. (Action), Agenda Item No. 7

RECOMMENDATION:

Recommend to the TAM Board that construction proceed on the Tam Junction Project with TAM staff coordinating construction management directly. The following actions are requested:

- (1) authorize the Executive Director to advertise and solicit construction bids in accordance with the California Public Contract Code, and
- (2) authorize the Executive Director to execute a contract for construction management services.

BACKGROUND:

TAM staff were made aware of pedestrian and bicycling circulation needs in the TAM Junction area of Tam Valley and agreed to look into a potential project. During preliminary engineering, Caltrans informed TAM that pedestrian improvements were the responsibility of the State and that a project currently scheduled for construction in 2018 would be completed to provide a continuous sidewalk from the Coyote Creek Bridge to Flamingo Road on the southwest side of State Route 1. TAM has sponsored a separate project for bicycle improvements. TAM has coordinated with Caltrans to make sure that the two projects can co-exist without having to redo work.

TAM has utilized a variety of fund sources to further the project. Part of this effort included assisting Caltrans in the development of a Project Study Report for the entire corridor, assuring the bike and pedestrian improvements are well-coordinated and both are proceeding to be constructed.

Previous Board Actions: On January 28, 2016 the TAM Board authorized the Executive Director to enter into a Cooperative Agreement with the County of Marin to provide construction management.

DISCUSSION/ANALYSIS:

The local community has identified bicycle movement through the TAM Junction area as a significant need. Of particular concern is the high volume of Mill Valley Middle School students riding the wrong way in the shoulder areas of Route 1.

This project will construct Class II bike lanes on both sides of Shoreline from Flamingo Avenue to the existing path. Also, the Class II bike lanes will extend to Helen Avenue along Almonte Avenue and connect to the existing bike lanes. The project includes drainage improvements at the Almonte and Shoreline intersection to help improve periodic flooding.

The project will be built within State right of way and an encroachment permit from Caltrans will be required. Caltrans has commented on the initial submittal to Caltrans; staff and consultants are working diligently to resolve all comments. Caltrans will also act as the lead for the National Environmental Policy Act (NEPA) environmental document.

On May 9, the County informed TAM that due to their expected workload for the next fiscal year, they would be unable to provide construction management for the Project directly with their own staff. The County did offer to procure an outside consultant to provide these services for an additional fee for oversight. Staff feel that due to these new circumstances, the construction management for the Tam Junction Project can be managed in-house. TAM staff are currently in the process of approving in-house specifications and issuing a selection process for a construction management team for the Irwin Creek Mitigation Project, as approved by the TAM Board in March 2016; staff are well prepared and experienced to manage construction for this project as well.

TAM staff will be eliciting a professional Construction Management firm to perform the direct CM work, much like our cities, towns, and the County. TAM staff engineers have extensive experience with the oversight and management of constructing complex projects and have developed the in-house procedures to accomplish this task. With the support of the CM firm, staff is preparing to release the project for construction bidding and will bring an award package to the Board once the bids have been received, evaluated, and a determination has been made as to the lowest responsible bidder. Note, this project will require extensive coordination with local business and TAM staff were already planning to be heavily involved in this necessary outreach process.

Staff have discussed TAM's initial construction project with County Counsel and will follow-up with another meeting to review the contract provisions and our adherence with the Public Contract Code. We will also reach out to the County's Insurance Advisor to determine if our existing insurance coverage is adequate to protect TAM interests or if additional insurance is advisable. Previous investigations into insurance levels appropriate for this activity indicated a minor increase in TAM's insurance may be appropriate.

As mentioned, staff are proposing to retain the services of a construction management firm to handle the day-to-day inspection and contract compliance activities. A firm will be selected based on their experience and qualifications in managing a similar scope of projects. A separate contract may be issued for materials testing services. Funding for these services is included in the project budget.

FISCAL CONSIDERATION:

This project has a variety of funding sources:

\$48,000 from CMA Planning for Preliminary Engineering;

\$20,000 from TDA for Environmental;

\$175,000 from OBAG for Environmental and Final Design;

\$80,000 from TFCA for Utility Relocation and Construction Management; and

\$350,000 from TAM Safe Pathways for Construction Capital and Construction Management.

This funding is expected to be sufficient to complete the project. However, several risks remain related to utility relocation costs and Caltrans review. PG&E is still in the process of determining shared costs for the utility relocation and Caltrans will be reviewing further the plans, specifications, cost estimate, and NEPA Environmental Document. Unanticipated construction issues also remain a risk.

NEXT STEPS:

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TAM staff will be working with Caltrans over the next few months to finalize the NEPA documentation and the plans/specifications. Depending on the length of the review time, TAM staff still plan to bring the project to construction in Fall of 2016. Construction duration is expected to require less than 60 days and must be completed by February 1, 2017 due to bird habitat concerns.

TAM will release and advertise the Project to solicit construction bids. Staff will evaluate the bids and determine the lowest responsible bidder in accordance with the California Public Contract Code and related project requirements.

A recommendation to award the construction contract will be brought back to the Board for a future action.

ATTACHMENTS:

None