



DATE: June 1, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming Manager

SUBJECT: Revised Programming OBAG and Local Funds (Action), Agenda Item No. 7b

RECOMMENDATION

Recommend the TAM Board approve the revised funding recommendations shown in Attachment A.

BACKGROUND

On July 28, 2016, the TAM Board adopted funding recommendations for funds included in the OBAG 2 Call for Projects that included OBAG 2, TDA, and TFCA funds with deferred recommendations on three projects in the Downtown San Rafael Priority Development Area (PDA) that included the Francisco Blvd East Sidewalk Improvements, San Rafael Transit Center, and Multi-Use Pathway from 2nd to Andersen. The deferred recommendations on the projects were intended to allow staff to coordinate further with San Rafael on unresolved issues.

After working with San Rafael on the unresolved issues with the three projects in the Downtown San Rafael PDA, the TAM Board adopted recommendations for all funds in the OBAG 2 Call for Projects on September 22, 2016, including the \$3 million in local funds which were deferred until these issues were resolved. On October 27, 2016, further revisions were made with the local funds. The final recommendations as approved on October 27, 2016 are shown in Attachment A under columns denoted as “Adopted October 2016.”

REVISED RECOMMENDATIONS

The recommendations adopted on October 27, 2016, included programming \$167,000 and \$500,000 in OBAG funds to TAM for the Marin Sonoma Narrows (MSN) Contract Costs and MSN Phase 2 Design, respectively. The recommendations also programmed \$833,000 in OBAG funds and \$417,000 in local funds to GGBHTD for the San Rafael Transit Center and \$1,000,000 in OBAG funds to the Phillips Drive Project.

Staff is proposing to revise the funding recommendations for five (5) projects. The total amounts programmed for the MSN Contract Costs, MSN Phase 2 Design, San Rafael Transit Center remain unchanged. However, instead of OBAG funds, staff is recommending local funds for the MSN Contract Costs and MSN Phase 2 Design. For the San Rafael Transit Center, instead of a combination OBAG and local funds, staff is recommending all OBAG funds.

These revised recommendations for the three abovementioned projects would result in an excess of \$250,000 in OBAG funds and a shortfall of \$250,000 in local funds. While the amounts between the excess and shortfall are the same, the federal OBAG 2 funds cannot be used to defray the shortfall in local funds because the project (Phillips Drive) cannot accept federal funds because it is not a federal-aid eligible road.

Staff is proposing to decrease the local funds for the Phillips Drive Project from \$1,000,000 to \$750,000 with a commitment to backfill \$250,000 with other local funds when this project goes to construction, possibly in 2019 or later. The Board action includes this backfill commitment.

TAM previously programmed \$156,000 in local funds and \$344,000 in TFCA funds for a total of \$500,000 to Sausalito's Gate 6 Project in October 2016. However, Sausalito staff has recently approached TAM with the realization that the Gate 6 Project will cost closer to \$1 million if constructed as originally planned. Sausalito will conduct value engineering in an attempt to lower the costs but also requested TAM with further funding assistance. Staff is proposing to program the excess \$250,000 in OBAG funds, described above, to Sausalito's Gate 6 Project; thus, increasing the total funding from \$500,000 to \$750,000. Coupled with value engineering and other Sausalito funds, the increased funding should enable Sausalito to deliver the Gate 6 Project.

The proposed changes with the funding backfill commitment are summarized in Attachment A. A more simplified chart explaining how the funds are being moved is shown in Attachment B.

Complete Streets Resolution Condition

Staff is making this recommendation on the condition that Sausalito passes a Complete Streets Resolution that is acceptable to MTC. Without a Council-adopted Complete Streets Resolution, MTC prohibits Sausalito from receiving OBAG funds. Sausalito staff has informed TAM staff that the Complete Streets Resolution will be presented to its Council in May for consideration.

If Sausalito does not adopt MTC's Complete Streets Resolution, staff will return at a later date with options on programming the excess \$250,000 in OBAG funds.

REASONS FOR REVISIONS

Non-exempt Projects

Highway capacity increasing projects are considered non-exempt projects by MTC and non-exempt projects are ineligible for OBAG funding unless an exception is granted by MTC staff. MSN Contract Costs and MSN Phase 2 Design are categorized as non-exempt projects by MTC. In November 2016, staff submitted a request to MTC to grant exceptions to the MSN Contract Costs and MSN Phase 2 Design projects. MTC staff preliminary indicated that exceptions were likely but ultimately rejected our request.

Since the MSN Contract Costs and MSN Phase 2 Design projects cannot accept OBAG funds, reprogramming existing local funds to these projects became the only viable option to keep the rest of the projects whole, with the exception of Phillips Drive that will receive \$250,000 less in local fund for the time being. As mentioned, \$250,000 in other funds will be used to backfill the shortfall for Phillips Drive when it goes to construction. This is part of the action the Board is taking.

Priority Development Areas (PDAs)

Another reason for these programming revisions is that there was an insufficient amount programmed to PDAs. CMAs are required to program 50% of the eligible amount to projects located in or provide proximate access to PDAs. Originally, TAM was required to program \$2.7 million minimum to projects in PDAs. However, the amount increased to \$3.1 million when the subsequent enacted FAST Act provided more federal funds to the OBAG Program.

Staff did not account for the increase funding with the original programming because the two projects (San Rafael Transit and Francisco Blvd East) in the Downtown San Rafael PDA amounted to only \$2.933 million, which met the original \$2.7 million requirement but short of the \$3.1 million updated requirement. The proposed changes shown in Attachment A will program \$3.35 million to two projects in the Downtown San Rafael PDA and, thus, satisfying MTC's PDA requirement.

EXECUTIVE COMMITTEE

The Programming and Projects Executive Committee convened on May 8, 2017 and voted unanimously to support the recommendations as presented in Attachment A.

NEXT STEPS

1. Work with sponsors to comply with MTC's requirements.
2. Submit approved applications for OBAG 2 funds to MTC for approval.

ATTACHMENT

Attachment A: Revised Funding Recommendations
Attachment B: Revision Explanation Chart

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Funding Recommendations (Proposed June 2017)									
No.	Sponsor	Application	Adopted October 2016			Proposed Changes			Note
			OBAG 2 Funds Previously Adopted	Local Funds Previously Adopted	Total Allocated	OBAG 2 Funds Proposed	Local Funds Proposed	Total Allocated Proposed	
1	Novato	Downtown Novato SMART Station	\$1,450,000		\$1,450,000	\$1,450,000		\$1,450,000	No change.
2	San Anselmo	Sir Francis Drake Boulevard Pavement Rehabilitation and Crossing Improvements	\$1,134,000		\$1,134,000	\$1,134,000		\$1,134,000	No change.
3	TAM	Marin Sonoma Narrows (MSN) A2 & A3 Contract Costs	\$167,000		\$167,000	\$0	\$167,000	\$167,000	Changed previously programmed funds of \$167k from OBAG 2 to local funds because MTC disallowed this project from OBAG 2 funds.
4	GGBHTD	Design and Environmental Clearance for San Rafael Transit Center Permanent Relocation	\$833,000	\$417,000	\$1,250,000	\$1,250,000	\$0	\$1,250,000	Increased OBAG 2 funds from \$833k to \$1.25m to increase amount needed in a PDA and decrease local funds from \$417k to \$0. The total allocated remain unchanged at \$1.25m.
5	TAM	Marin Sonoma Narrows (MSN) B1 Phase 2 and A4 Design Plans, Specifications and Estimates (PS&E)	\$500,000		\$500,000	\$0	\$500,000	\$500,000	Changed previously programmed funds of \$500k from OBAG 2 to local funds because MTC disallowed this project from OBAG 2 funds.
6	San Rafael	Francisco Boulevard East Sidewalk Improvements	\$2,100,000		\$2,100,000	\$2,100,000		\$2,100,000	No change.
7	Marin City CSD	Phillips Drive Pavement and Streetscape Improvement Project		\$1,000,000	\$1,000,000		\$750,000	\$750,000	Decreased Phillips Drive by \$250k for now. When the project goes to construction, \$250k will be backfilled with other funds.
8	Sausalito	Gate 6/Bridgeway Intersection Improvements		\$156,000	\$156,000	\$250,000	\$156,000	\$406,000	Increased funding for Gate by \$250k to defray shortfall on the condition of adopting MTC's Complete Streets Resolution. Gate 6 also received \$344k in TFCA funds.
9	Marin Transit	Downtown Novato Bus Stop Improvement Project		\$311,000	\$311,000		\$311,000	\$311,000	No change.
10	Marin County	Signal Coordination Improvements, Traffic Signal Controller Upgrade and Interconnect Work on SFD Blvd		\$340,000	\$340,000		\$340,000	\$340,000	No change.
11	Corte Madera	Tamal Vista Boulevard Corridor Bicycle and Pedestrian Improvements		\$526,000	\$526,000		\$526,000	\$526,000	No change.
12	San Rafael	Multi-Use Pathway - 2nd Street to Andersen Drive		\$250,000	\$250,000		\$250,000	\$250,000	No change.
Total			\$6,184,000	\$3,000,000	\$9,184,000	\$6,184,000	\$3,000,000	\$9,184,000	

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OBAG 2 Proposed Changes						
	Adopted (Oct. 2016)			Proposed (June 2017)		
Project	OBAG	Local	Total	OBAG	Local	Total
MSN Contract Costs	\$167		\$167		\$167	167
MSN Phase 2 Design	\$500		\$500		\$500	500
San Rafael Transit Center	\$833	\$417	\$1,250	\$1,250		1250
Total	\$1,500	\$417	\$1,917	\$1,250	\$667	1917
				\$1,500	\$417	Previously Adopted
				\$250	-\$250	Difference
				↓	↑	
				to Gate 6	from Phillips	
					(with commitment to backfill)	

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