

State of California  
 Business, Transportation and Housing Agency  
 Department of Transportation

PROGRAM AMENDMENTS  
 STIP Amendment 00S-032  
 Notice Item  
 CTC Meeting: May 2-3, 2001

Prepared By:  
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**PROPOSED**

Agenda Item: 2.1b.(11)

Original Signed By  
 W. J. EVANS  
 Chief Financial Officer  
 May 1, 2001

**STIP AMENDMENT 00S-032 NOTICE**

**SUMMARY**

This amendment combines the Marin 101 Southbound High Occupancy Vehicle (HOV) Lane project with the Marin 101 Gap Closure Reversible HOV project in Marin County and splits Segment 1, which is programmed for delivery this current fiscal year from the future construction contracts. The total construction cost for Segment 1 is \$11,748,000 with a right of way cost of \$150,000. In addition, the amendment delays \$13,107,000 in Regional Improvement Program (RIP) and \$16,592,000 in Grandfathered Regional Improvement Program (GF-RIP) funds from Fiscal Years 1998-99 and 2001-02 to FY 2003-04, and reprograms the \$13,107,000 in RIP and \$6,769,000 in GF-RIP from the right of way phase to the construction component.

**RECOMMENDATION**

The Metropolitan Transportation Commission (MTC) and the Department are requesting this amendment.

**RESOLUTION**

Resolved, that the California Transportation Commission (CTC) revise the 2000 State Transportation Improvement Program (STIP) at the end of the 30 day notice period as follows:

**Modifies:**

Project Information								
County:	CT District:	PPNO:	EA:	Element:	Const Year:	PM Back	PM Ahead	Route/Corridor
Marin	04	0342G		CTCO	2000/2001	<del>8.2</del> 8.5	<del>12.7</del> 9.7	101
Project Title:	Marin Route 101 <del>Southbound</del> Reversible HOV Lane - <del>Phase I</del> Segment 1							
Sponsor:	Caltrans							
Resp. Agency:	Caltrans							
RTPA/CTC:	MTC							
Location:	<del>Lucky Drive in the City of Larkspur to North San Pedro Road in the City of San Rafael</del> Sir Francis Drake Blvd. to Cal Park OH							
Description:	Adds a <del>southbound</del> reversible carpool lane in the Central Marin County HOV lane system							

STIP Programming RIP (\$ in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	\$500					\$500
PS&E	\$516					\$516
R/W SUP						
CON SUP						
R/W	\$13,107					\$13,107
CON						
TOTAL	\$14,123					\$14,123
	\$1,016					\$1,016

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<b>STIP Programming GF-RIP (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	\$1,245					\$1,245
PS&E	\$5,004					\$5,004
R/W SUP	\$2,757					\$2,757
CON SUP		\$1,488	\$3,556		\$280	\$5,324
			\$0		\$0	\$1,488
R/W	\$9,495					\$9,495
	\$150					\$150
CON		\$2,800	\$9,823		\$1,800	\$14,423
			\$0		\$0	\$2,800
<b>TOTAL</b>	<b>\$18,501</b>	<b>\$4,288</b>	<b>\$13,379</b>		<b>\$2,080</b>	<b>\$38,248</b>
	<b>\$9,156</b>		<b>\$0</b>		<b>\$0</b>	<b>\$13,444</b>

<b>Other – CMAQ (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W SUP						
CON SUP						
R/W						
CON		\$6,000	\$20,000			\$26,000
		\$6,124	\$0			\$6,124
<b>TOTAL</b>		<b>\$6,000</b>	<b>\$20,000</b>			<b>\$26,000</b>
		<b>\$6,124</b>	<b>\$0</b>			<b>\$6,124</b>

<b>Other – Pending TCRP Application (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W SUP						
CON SUP		\$42				\$42
R/W						
CON		\$2,709				\$2,709
<b>TOTAL</b>		<b>\$2,751</b>				<b>\$2,751</b>

<b>Other - Existing STIP Programming RIP/CMAQ Match Reserve PPNO 2163 (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W SUP						
CON SUP						
R/W						
CON		\$115				\$115
<b>TOTAL</b>		<b>\$115</b>				<b>\$115</b>

<b>Total – Marin 101 Reversible HOV Lane - Segment 1 (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	\$1,745					\$1,745
PS&E	\$5,520					\$5,520
R/W SUP	\$2,757					\$2,757
CON SUP		\$1,488	\$3,556		\$280	\$5,324
		\$1,530	\$0		\$0	\$1,530
R/W	\$22,602					\$22,602
	\$150					\$150
CON		\$8,800	\$29,823		\$1,800	\$40,423
		\$11,748	\$0		\$0	\$11,748
<b>TOTAL</b>	<b>\$32,624</b>	<b>\$10,288</b>	<b>\$33,379</b>		<b>\$2,080</b>	<b>\$78,371</b>
	<b>\$10,172</b>	<b>\$13,278</b>	<b>\$0</b>		<b>\$0</b>	<b>\$23,450</b>

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**And Modifies**

Project Information								
County:	CT District:	PPNO:	EA:	Element:	Const Year:	PM Back	PM Ahead	Route/Corridor
Marin	04	0342L		CTCO	2001/2002	7.9 9.7	12.7	101
Project Title:	<b>Marin Route 101 Gap Closure Reversible HOV Lane - Segments 2, 3 and 4</b>							
Sponsor:	Caltrans							
Resp. Agency:	Caltrans							
RTPA/CTC:	MTC							
Location:	San Rafael - <del>Sir Francis Drake</del> <b>Cal Park</b> to North San Pedro Road							
Description:	Construct a reversible HOV lane							

STIP Programming – IIP (\$ in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	\$1,200					\$1,200
PS&E						
R/W SUP						
CON SUP						
R/W						
CON				\$7,000		\$7,000
<b>TOTAL</b>	<b>\$1,200</b>			<b>\$7,000</b>		<b>\$8,200</b>

STIP Programming – RIP (\$ in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	\$2,248					\$2,248
PS&E						
R/W SUP						
CON SUP				\$0		\$0
R/W				\$1,559		\$1,559
CON				\$8,000	\$0	\$8,000
<b>TOTAL</b>	<b>\$2,248</b>			<b>\$8,000</b>	<b>\$0</b>	<b>\$10,248</b>
					<b>\$13,107</b>	<b>\$23,355</b>

STIP Programming – GF-RIP (\$ in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W SUP						
CON SUP					\$0	\$0
R/W	\$0				\$3,836	\$3,836
CON	\$2,576				\$0	\$2,576
<b>TOTAL</b>	<b>\$0</b>				<b>\$0</b>	<b>\$0</b>
	<b>\$2,576</b>				<b>\$22,228</b>	<b>\$24,804</b>

Other – CMAQ (\$ in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W SUP						
CON SUP						
R/W	\$0					\$0
CON	\$19,876					\$19,876
<b>TOTAL</b>	<b>\$0</b>					<b>\$0</b>
	<b>\$19,876</b>					<b>\$19,876</b>

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<b>Other - Local (DEMO) (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W SUP						
CON SUP						
R/W						
CON			\$5,250		\$0	\$5,250
			<b>\$0</b>		<b>\$5,250</b>	<b>\$0</b>
<b>TOTAL</b>			<b>\$5,250</b>		<b>\$5,250</b>	<b>\$5,250</b>
			<b>\$0</b>		<b>\$0</b>	<b>\$0</b>

<b>Other - Pending TCRP Application (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W SUP						
CON SUP			\$960	\$191	\$973	\$2,124
R/W						
CON			\$7,362		\$2,763	\$10,125
<b>TOTAL</b>			<b>\$8,322</b>	<b>\$191</b>	<b>\$3,736</b>	<b>\$12,249</b>

<b>Total - Marin 101 Reversible HOV Lane Segments 2,3 &amp; 4 (\$ in Thousands)</b>						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	\$3,448					\$3,448
PS&E						
R/W SUP						
CON SUP			\$0	\$0	\$0	\$0
R/W	\$0		\$960	\$1,750	\$4,809	\$7,519
CON	\$22,452					\$0
			\$5,250	\$15,000	\$0	\$20,250
			<b>\$7,362</b>	<b>\$13,441</b>	<b>\$39,512</b>	<b>\$60,315</b>
<b>TOTAL</b>	<b>\$3,448</b>		<b>\$5,250</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$23,698</b>
	<b>\$25,900</b>		<b>\$8,322</b>	<b>\$15,191</b>	<b>\$44,321</b>	<b>\$93,734</b>

**BACKGROUND**

This amendment combines the Marin 101 Southbound High Occupancy Vehicle (HOV) Lane project with the Marin 101 Gap Closure Reversible HOV project in Marin County and splits Segment 1, which is programmed for delivery this current fiscal year from the future construction contracts. The total construction cost for Segment 1 is \$11,748,000 with a right of way cost of \$150,000. In addition, the amendment delays \$13,107,000 in Regional Improvement Program (RIP) and \$16,592,000 in Grandfathered Regional Improvement Program (GF-RIP) funds from Fiscal Years 1998-99 and 2001-02 to FY 2003-04, and reprograms the \$13,107,000 in RIP and \$6,769,000 in GF-RIP from the right of way phase to the construction component.

A total of \$19,876,000 in local Congestion Mitigation and Air Quality (CMAQ) funds, originally earmarked for construction, and \$2,576,000 in Grandfathered Regional Improvement Program (GF-RIP) state only funds will be used to complete the acquisition of right of way. A total of \$6,769,000 in GF-RIP and \$13,107,000 in RIP funds will be reprogrammed for construction in FY 2003-04, and the remaining \$9,823,000 in GF-RIP funds programmed for construction will be reprogrammed from FY 2001-02 to FY 2003-04. While \$29,699,000 in State Transportation Improvement Program (STIP) funds will be delayed the delivery of Traffic Congestion Relief (TCR) funds will be accelerated, and federal CMAQ funds can be obligated before expiration. The overall funding redistribution does not impact the delivery schedule for Segments 2, 3 and 4.

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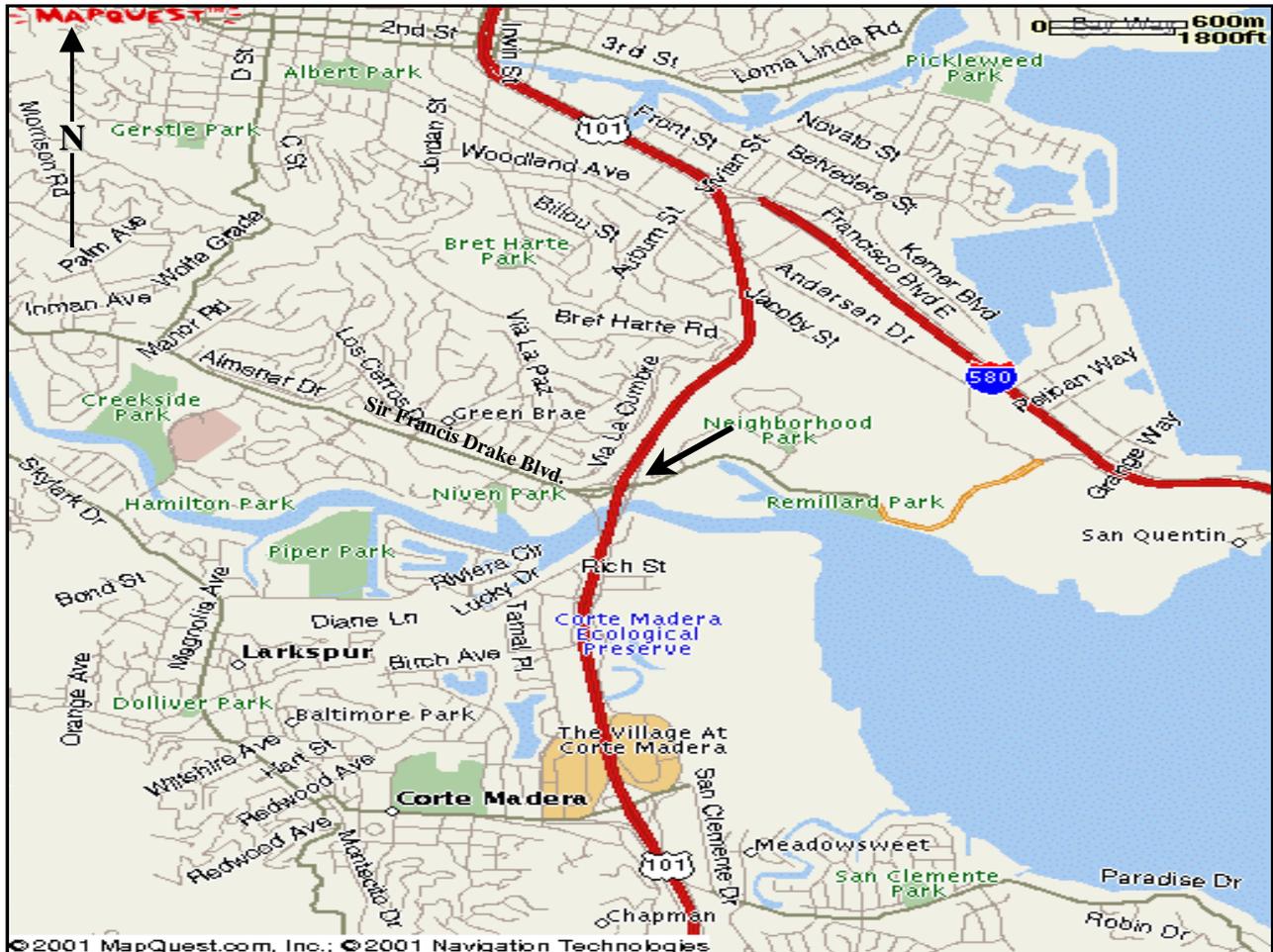
The Route 101 HOV lane project is needed to close a 4.5-mile gap in the existing Marin 101 HOV lane system. The final Environmental Impact Statement/Report (EIS/R) identified a Reversible HOV Lane as the best alternative to close the 4.5-mile gap and alleviate traffic congestion for weekday commuters, commercial traffic, tourists, and recreational traffic. The Record of Decision (ROD) was approved in August 2000. Due to right of way and funding constraints the Department phased the project. Phase I was programmed to build the Southbound HOV Lane project and Phase II was to convert the southbound HOV lane into a reversible HOV lane. During the 2000 STIP cycle, the Marin County Congestion Management Agency (CMA) added \$8 million of their unprogrammed county share balance to the \$15,000,000 in TCR funds earmarked to fully fund the reversible lane project. With both phases now fully funded, the Department was able to revise the design strategy. To avoid redesign and rework for the reversible phase, the initial construction will now include the additional incremental widening. Instead of constructing a permanent concrete barrier in the median, a moveable barrier will be installed, and all the structures will be widened to accommodate the reversible lane operations.

The combined Marin Route 101 Reversible HOV Lane project will be built in four segments with a total of six construction contracts. This amendment designates all four segments as a corridor project. Segment 1, the first contract, programmed in FY 2001-01 for a total of \$11,748,000, will widen the southern half of Southbound 101 from Sir Francis Drake Boulevard to Cal Park Overhead. The original construction cost for this first segment increased by \$2,948,000 from \$8,800,000 to \$11,748,000 due to the increase in scope. The \$11,748,000 takes into account a delegated allocation of \$115,000 from Marin County's Regional Improvement Program (RIP) CMAQ match reserve programmed in this fiscal year. The second construction contract will widen Route 101 from Lucky Drive to north of the Corte Madera Creek Bridge in FY 2001-02 for a total construction cost of \$7,362,000. The third contract will widen Route 101 from north of the San Rafael Viaduct to North San Pedro Road in FY 2002-03 for a total of \$13,441,000; the fourth contract will widen Route 101 from Route 580 to north of the San Rafael Viaduct in FY 2003-04 for a total construction cost of \$28,459,000; the fifth contract will build a storage area for the moveable barrier transport vehicles at either end of the project limits in FY 2003-04 for a total construction cost of \$8,774,000; and the sixth contract is a landscape mitigation project programmed in FY 2003-04 for a total of \$2,279,000 in construction capital.

ATTACHMENT

**STIP AMENDMENT 00S-032**

Location Map



04-Marin-101  
PPNOS 0342G and 0342L

Location: Near Larkspur, Sir Francis Drake Boulevard to Cal Park overhead; and near San Rafael, Cal Park overhead to north San Pedro Road

Description: Add reversible carpool lanes and reversible high occupancy vehicle lanes

