

CITY OF LARKSPUR
Staff Report

DATE: April 7, 2004
TO: Larkspur City Council
FROM: Hamid Shamsapour, Director of Public Works
SUBJECT: ADOPT RESOLUTION NO. 11/04, APPROVING RECOMMENDATIONS OF THE FERRY CONNECTION PROJECT TECHNICAL ADVISORY COMMITTEE (TAC)

ACTIONS REQUESTED

That Council adopt Resolution No. 11/04.

REFERENCE

The Memorandum of Understanding (MOU) is attached for reference purposes. The Final Feasibility Report and preliminary engineering plans are included. Full size preliminary engineering plans are available for review at Public Works Office.

FISCAL IMPACT

The City has received the following grants for this project:

Bay Trail Planning Grant - Phase I	ABAG	\$60,000.00
Bay Trail Planning Grant + 15% (0.15 x \$60,000 = \$9,000)	ABAG	\$ 9,000.00
Transportation for Livable Communities (TLC) - Phase II	MTC	\$65,000.00
Bay Trail Planning Grant - Additional Funding	ABAG	<u>\$20,000.00</u>
Total		\$154,000.00

The City has expended \$126,233.59 as of January 23, 2004, and has contributed over \$10,000 in in-kind services. The total amount expended for this project with the City of Larkspur serving as the lead agency will not exceed the total grant amount awarded.

ENVIRONMENTAL IMPACT

The project concept has undergone CEQA approval as part of the Marin County Bicycle and Pedestrian Master Plan. Current grants cannot be used for environmental analysis. The project will need to undergo more detailed CEQA review once an implementation agency is selected.

BACKGROUND

There are three components encompassed in the attached resolution for Council's consideration. The City of Larkspur has reached the point where we have fulfilled our obligations as lead agency on the Central Marin Ferry Connection Project, and it is time to transfer the next phases of work, which will be regional, to the Marin County Congestion Management Agency. The components of the requested are listed below.

1. Accept the Final Feasibility Report and preliminary engineering plans for the Central Marin Ferry Connection Project.
2. Request a change to the existing Memorandum of Understanding (MOU) between the City of Larkspur, Town of Corte Madera, Marin County Congestion Management Agency, and Golden Gate Bridge, Highway, and Transit District, transferring Lead Agency responsibility for the Central Marin Ferry Connection Project to the Marin County Congestion Management Agency.
3. Encourage the lead agency to consider acquisition of an easement from the Marin RV Park for the purpose of developing the trail if the secondary preferred alternative becomes the approved configuration.

Feasibility Report

City staff has been working with community members and our local agency partners on this effort since 2001. A summary chronology of the project is presented below.

May 22, 2001	Marin County Bicycle & Pedestrian Plan approved
June 19, 2001	MOU signed
July 17, 2002	Phase I: Feasibility Project Initiated
August 27, 2002	TAC Meeting
September 26, 2002	TAC Meeting
October 24, 2002	TAC Meeting
November 7, 2002	Public Workshop
November 21, 2002	TAC Meeting
February 8, 2003	Phase II: Feasibility Project Initiated
March 19, 2003	TAC Meeting
April 16, 2003	Preliminary Draft Report submitted
May 28, 2003	TAC Meeting
July 29, 2003	Caltrans Meeting
July 30, 2003	TAC Meeting
September 25, 2003	Draft Report submitted
December 22, 2003	50% Design plans submitted (Southern End)
February 4, 2004	TAC Meeting

The Technical Advisory Committee unanimously recommended the following at the February 4, 2004, meeting:

- The preferred alignment for the Central Marin Ferry Connection project is Alternative 1B, which essentially follows the old Northwestern Pacific Railroad right-of-way between Wornum Drive in Corte Madera, across Corte Madera Creek, and on to East Sir Frances Drake Boulevard on a new high-level bridge to Larkspur Landing. This option provides the most functional, direct, and enjoyable route for pedestrians and bicyclists. Potential problems with the high-level bridge include maintenance costs and environmental impacts, which have not been analyzed yet, although BCDC has given it preliminary approval.
- Should a high level bridge not be feasible for maintenance or environmental impact reasons, Alternative 1C would be the secondary preferred alignment. This route follows the Northwestern Pacific Railroad right-of-way from the south, follows a new easement on the north edge of an RV park to the U.S. 101 frontage road, and crosses Corte Madera Creek on a new structure on the bent caps of the U.S. 101 highway structure.

Preliminary engineering for Phase I, which is the southern section from Wornum Drive along the NWP right-of-way and through the RV Park, will be completed. This was a common phase in both options 1B and 1C. This will allow access across Corte Madera Creek until a new high-level bridge can be built and will build momentum for the project.

Memorandum of Understanding Changes

The City of Larkspur has served as the Lead Agency in the planning and preliminary engineering phase of this project, working closely with a Technical Advisory Committee (TAC) and holding a public workshop. The City has developed a Feasibility Study and Design plans for the project, fulfilling its obligations as a lead agency. The MOU states: “(...) before completion of the grant, the City of Larkspur will request that the Marin County Congestion Management Agency consider assuming responsibility for subsequent projects to complete work initiated by this grant, as the Congestion Management Agency generally coordinates multi-jurisdictional projects.”

Staff recommends that the City of Larkspur request that the Marin County Congestion Management Agency assume the role of Lead Agency for implementation of the Central Marin Ferry Connection project, that the current MOU be re-written to reflect this change, and that the City of Larkspur continue to act as a partner on this project.

Easement Acquisition

If the secondary preferred alignment becomes the approved configuration, an east-west connection between the NWP right-of-way segment and the U.S. 101 Corte Madera Creek crossing segment could be located through the Marin RV Park property within a 15-foot wide minimum easement. The easement would accommodate a 10-foot wide Class 1 asphalt multi-use path, two-foot shoulders, and perimeter fencing. The owners of Marin RV Park have expressed an interest in working with the lead agency on this matter. A preliminary appraisal estimated the easement value at \$200,000. Staff recommends that this issue be forwarded to the lead agency, the Marin County Congestion Management Agency, to work with the RV park owners to negotiate a price and identify funds to purchase the easement.

STAFF RECOMMENDATION

That Council adopt Resolution No. 11/04.

Respectfully submitted,

Hamid Shamsapour
Director of Public Works

Attachment: Resolution No. 11/04

Note: The Final Report on the Central Marin Ferry Connection Project was previously distributed to Council.

C: Central Marin Ferry Connection Project Technical Advisory Committee
Craig Tackaberry, Marin County Congestion Management Agency