



AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, COOPERATIVE AGREEMENTS, FUND TRANSFER AGREEMENTS AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF FEDERAL AND STATE FUNDS FOR THE YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT IN THE AMOUNT OF \$382,500; PLANNING, PROGRAMMING, AND MONITORING IN THE AMOUNT OF \$260,000; AND THE SAN FRANCISCO SCHOOL ACCESS PLAN IN THE AMOUNT OF \$164,500

WHEREAS, The Transportation Authority is a recipient of federal and state funds administered by the California Department of Transportation (Caltrans); and

WHEREAS, Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans or Caltrans may disencumber and/or de-obligate funds, and the guidelines also require a Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant; and

WHEREAS, In Fiscal Year 2020/21, staff anticipate receiving federal and state funds from Caltrans for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project; Planning, Programming, and Monitoring; and the San Francisco School Access Plan, all of which will be included in the agency's proposed Fiscal Year 2020/21 Annual Budget and Work Program; and

WHEREAS, The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures, reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure and will be challenging to implement, given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay; and

WHEREAS, Caltrans has approved programming \$382,500 of federal and



state funds in the Federal Transportation Improvement Program for federal Fiscal Year 2020/21 for the right of way phase of the project, and staff anticipate that grant funds will be authorized within the next two months; and

WHEREAS, California Transportation Commission (CTC) guidelines for the State Transportation Improvement Program (STIP) allow up to 5% of county share funds to be used for Planning, Programming and Monitoring activities which the Transportation Authority captures under its Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of funds and compliance with State law and CTC guidelines; and

WHEREAS, On March 25, 2020, the CTC approved the 2020 STIP, including programming of \$260,000 to the Transportation Authority for Planning, Programming and Monitoring funds in Fiscal Year 2020/21; and

WHEREAS, the CTC will consider allocating the funds on August 12, 2020 and has confirmed that these funds will be available for reimbursement of Planning, Programming and Monitoring activities retroactively to July 1, 2020; and

WHEREAS, The San Francisco School Access Plan will develop near- and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth; and

WHEREAS, On June 18, 2020, the Transportation Authority received a grant award notification from Caltrans for the San Francisco School Access Plan in the amount of \$164,500; and

WHEREAS, The study is scheduled to begin in October 2020 and grant funds must be spent by February 2023; and

WHEREAS, The recommended action would facilitate compliance with



Caltrans' funding agreement deadlines, avoid loss of grant revenues, and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans for the Yerba Buena Island Westside Bridges Seismic Retrofit Project; Planning, Programming and Monitoring; and the San Francisco School Access Plan; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with Caltrans for receipt of federal and state funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the amount of \$382,500; Planning, Programming, and Monitoring in the amount of \$260,000; and the San Francisco School Access Plan in the amount of \$164,500; and be it further

RESOLVED, That the Executive Director is directed to submit this resolution to Caltrans and other relevant parties.



Memorandum

AGENDA ITEM 9

DATE: July 1, 2020

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance & Administration

SUBJECT: 7/14/20 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the Amount of \$382,500; Planning, Programming, and Monitoring in the Amount of \$260,000; and the San Francisco School Access Plan in the Amount of \$164,500

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of federal and state funds for the following projects:</p> <ul style="list-style-type: none"> • Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project in the amount of \$382,500 • Planning, Programming, and Monitoring in the amount of \$260,000 • San Francisco School Access Plan in the amount of \$164,500 <p>SUMMARY</p> <p>We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds for several grants that we anticipate receiving this year for the YBI Westside Bridges Seismic Retrofit Project; Planning, Programming and Monitoring; and the San Francisco School Access Plan. Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. For some grants, project sponsors</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other:
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<p>are also required to adopt a Board resolution. For instance, on June 18, we received an award notification from Caltrans for the San Francisco School Access Plan. Caltrans requires us to adopt a resolution by August 21 to execute the grant agreement. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. Caltrans also requires a Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant. The Board has previously adopted similar resolutions with the last one being Resolution 19-43 in February 2019. The subject funds for the YBI Westside Bridges project and Planning, Programming and Monitoring are already programmed to the Transportation Authority but are not yet encumbered.</p>	
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BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs and periodically receive congressional earmarks. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant. This resolution was last updated in February 2019 through Resolution 19-43.

DISCUSSION

Brief descriptions of the three projects for which we are recommending approval of the subject resolution are provided below along with information on the relevant federal and state grants. All three projects and associated funding will be included in the agency’s proposed annual budget and work program for FY 2020/21.

YBI Westside Bridges Seismic Retrofit Project: The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure. Additionally, one structure will be seismically retrofitted and includes a column relocation. This project will be challenging to implement, given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay. In addition to the challenging location, the project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay).

The project, totaling \$107.2 million, is funded with Caltrans Highway Bridge Program (HBP) funds, with matching funds provided from the state Proposition 1B and the Treasure Island Development Authority. In November 2018, Caltrans awarded \$7 million in federal HBP funds for the preliminary engineering phase of the project. Caltrans has approved programming of



federal and state funding in the Federal Transportation Improvement Program for federal FY 2020/21 for the right of way phase of work, totaling \$382,000. We anticipate award of these funds within the next two months. Construction of the project is scheduled to begin in summer 2021 and be completed by summer 2024.

Planning, Programming and Monitoring: Guidelines established for the use of State Transportation Improvement Program (STIP) funds by the California Transportation Commission (CTC) allow us to program up to 5% of STIP county share funds for planning, programming and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of funds and compliance with State law and CTC guidelines. Due to reduced funding levels in the STIP, we did not receive any Planning, Programming and Monitoring funds in FY 2018/19 and FY 2019/20. On March 25, the CTC approved the 2020 STIP, including \$260,000 in Planning, Programming and Monitoring funds for the Transportation Authority for FY 2020/21. The CTC will consider allocating these funds on August 12. We have already received approval to seek reimbursement of these grant funds retroactively to July 1.

San Francisco School Access Plan: In 2016, we worked with San Francisco Supervisor Katy Tang, the Mayor's Office, and San Francisco Municipal Transportation Agency, to complete the Child Transportation Survey which documented several school-related transportation challenges. The study estimated that approximately 60,000 to 80,000 miles are driven daily in San Francisco by parents transporting K-5 children to and from school and documented parent interest in shuttle and carpool programs as opportunities to reduce their reliance on driving to school or as a way for students to access after school programs.

At the request of Commissioner Mar, we assembled a Caltrans Sustainable Planning Grant application to further develop solutions for these medium- to long-distance school trips. With San Francisco Unified School District (SFUSD) updating the elementary school student assignment policy, it is an appropriate time to evaluate the effectiveness of strategies to connect students to schools.

The San Francisco School Access Plan will develop near- and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans (IEP), students experiencing homelessness, foster youth, and low-income youth. The study will focus on providing sustainable transportation solutions for students traveling from areas of the City with significant school capacity deficits (Bayview, Visitacion Valley, Outer Mission, Ingleside, and the Tenderloin). Many students currently attend schools on the other side of the city, causing them to undertake lengthy Muni public transit trips or to rely on expensive driving modes to commute in rush hour traffic to drop their students off and then continue to work. While every middle and high school is served by at least one Muni route, including school trippers service, fewer K-5 schools are well-served by transit, and parents are



less likely to send their elementary students alone on public buses. SFUSD currently operates a limited number of yellow school buses and has been cutting service since 2011. School buses currently are for students in special education programs receiving transportation services through their IEP and for a limited number of general education students who submit a transportation request and are approved.

As noted in the memo summary, on June 18, we received a grant award notification from Caltrans for the San Francisco School Access Plan in the amount of \$164,500. Caltrans requires us to adopt a resolution by August 21 to execute the grant agreement to avoid losing the funds. The study is scheduled to begin in October and grant funds must be spent by February 2023.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans for the YBI Westside Bridges Seismic Retrofit Project; Planning, Programming, and Monitoring activities; and the San Francisco School Access Plan. We will incorporate these projects into the proposed FY 2020/21 Annual Budget and Work Program scheduled for Board adoption in September, and will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

None. We did not have time to prepare an item for consideration by the CAC at its June 24 meeting following notification of the School Access Plan grant award on June 18. The CAC will receive updates on the YBI Westside Bridges project and the School Access Plan at relevant milestones and will be asked to act on any procurements to be funded by the three subject grants.

SUPPLEMENTAL MATERIALS

None