



Memorandum

AGENDA ITEM 9

DATE: April 23, 2021

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 05/11/2021 Board Meeting: Adopt a Resolution of Local Support Authorizing the Executive Director to Execute and File an Application with the Metropolitan Transportation Commission for Regional Discretionary Funding; Submit the Yerba Buena Island (YBI) Multi-use Pathway Project to the Transportation Improvement Program; and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the YBI Multi-use Pathway Project in the Amount of \$1,000,000 from a Priority Conservation Area Grant and \$3,800,000 from a Regional Active Transportation Program Grant

RECOMMENDATION Information Action

Adopt a Resolution of Local Support authorizing the Executive Director to execute and file an application with the Metropolitan Transportation Commission (MTC) for regional discretionary funding; submit the Yerba Buena Island (YBI) Multi-use Pathway Project (Project) to the Transportation Improvement Program (TIP); and authorize the Executive Director to execute funding agreements with Caltrans for receipt of federal and state funds for the Project:

- Priority Conservation Area (PCA) grant in the amount of \$1,000,000 for preliminary engineering and environmental document
- Regional Active Transportation Program (ATP) grant in the amount of \$3,800,000 for final design

SUMMARY

In November 2020, we received an award recommendation from MTC for a \$1,000,000 PCA grant for preliminary engineering and the environmental document for the Project. In March 2021, MTC also notified us of a funding recommendation for a \$3,800,000 Regional ATP grant for the final design phase of the Project. For both grants, MTC requires the Transportation Authority to adopt a Resolution of

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:



<p>Local Support by July 1, 2021, to file an application for funding, and commit any necessary matching funds, which will enable MTC to submit the project to the TIP. Grant agreements will be administered by the California Department of Transportation (Caltrans). To expedite the grant award process, we are also seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds for the PCA grant that we anticipate receiving this year and from the ATP grant which we anticipate receiving next year.</p>	
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BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs. These grant funds are typically administered by MTC or 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.

In November 2020, we received an award recommendation from MTC for the PCA grant in the amount of \$1,000,000 for preliminary engineering and environmental document for the Project. In March 2021, MTC also notified us of a funding recommendation for the Regional ATP grant in the amount of \$3,800,000 for the final design phase of the Project. The ATP award was considered at MTC’s Programming and Allocations Committee meeting on April 14, 2021, with final consideration by the full MTC Commission on April 28, 2021. After MTC adoption on April 28, MTC will submit its Regional ATP list of projects to the California Transportation Commission (CTC) for approval, which is agendaized for its June 23-24, 2021 meeting. After CTC approval, we will work with Caltrans to receive these federal and state funds and execute funding agreements with Caltrans.

MTC requires adoption of a Resolution of Local Support by July 1, 2021 to authorize the Executive Director to execute and file an application for regional discretionary funding and submit the Project to the TIP. Although MTC administers the funds on a regional level, the Transportation Authority is required to work with Caltrans in order to receive federal and state funding. The Board resolution also authorizes the Executive Director to execute necessary funding agreements with Caltrans.

DISCUSSION

A brief description of the Project for which we are recommending approval of the subject resolution is provided below along with information on the relevant federal and state grants.



The project and associated funding will be included in the agency's proposed annual budget and work program for Fiscal Year (FY) 2021/22.

YBI Multi-use Pathway Project: The Project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's YBI terminus to the new Treasure Island Ferry Terminal. The initial preliminary cost estimate for these improvements is approximately \$75 million. This path would also tie into the planned SFOBB West Span Bicycle and Pedestrian facility currently being developed by the Bay Area Toll Authority (BATA).

The new 2.2-mile path along the eastern span of the SFOBB allows bicyclists and pedestrians to access the YBI Vista Point from the cities of Oakland and Emeryville. In 2022, the Treasure Island Development Authority (TIDA), in coordination with the Water Emergency Transportation Authority (WETA), expects to begin operating ferry service at the southwest area of Treasure Island. The Project seeks to develop a safe and accessible bicycle and pedestrian connection where none exist now between Caltrans' recently completed SFOBB East Span bike landing on YBI and the future ferry terminal via Hillcrest Road and Treasure Island Road. The current roadway alignments on YBI do not meet modern safety standards and lack separate and protected pathways for pedestrians and bicyclists, and do not contribute toward meeting the vision and goals for sustainable transportation choices with the future residential and commercial development under construction on Yerba Buena and Treasure Islands.

We have been coordinating extensively with agency stakeholders to prepare a comprehensive bicycle and pedestrian circulation plan for Yerba Buena and Treasure Islands. These stakeholders include the San Francisco Municipal Transportation Agency, San Francisco Public Works, MTC/BATA, TIDA, Treasure Island Community Development (TICD), Caltrans and the U.S. Coast Guard. BATA has developed conceptual plans for a pathway on the West Span of the Bay Bridge to downtown San Francisco, but completion of this YBI Multi-Use Pathway project is needed to connect the two spans of the Bay Bridge. In addition, TICD is rebuilding the Treasure Island Road Causeway from the Macalla Road intersection to the planned ferry terminal which the Project will connect to. The causeway will be constructed with dedicated pedestrian and bicycle facilities.

Ultimately this project would enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco which will reduce traffic congestion on the Bay Bridge and enhance safety on YBI. It will also allow existing and future Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.

YBI Multi-use Pathway project preliminary engineering and environmental documentation is anticipated to take approximately 12-18 months, and final design an additional 18 months.



PCA grant funds are federal funds from the One Bay Area Grants (OBAG) program and require a minimum 2:1 matching funds. The preliminary engineering and environmental documentation phase of the project, is estimated at \$3,000,000 and will be funded by \$1,000,000 in PCA grant funds, \$1,000,000 in State Local Partnership Program formula funds anticipated to be programmed by the Transportation Authority Board at the June 2021 meetings, and a TIDA contribution from their recently awarded \$30,000,000 Infill Infrastructure Grant (IIG) for the widening of Hillcrest Road which will also include a portion of the YBI Multi-use Pathway.

ATP grant funds of \$3,800,000 will partially fund the final design phase of the Project. Final design is estimated at \$11,400,000 and will be funded with a combination of ATP, IIG and Regional Measure 3 funds (planned). The ATP grant does not require matching funds but leveraging of funds is encouraged.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with MTC funding requirement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by MTC and Caltrans for the Project. The first year's activities for this Project are incorporated into the proposed FY 2021/22 Annual Budget and Work Program scheduled for Board adoption in June. We will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

SUPPLEMENTAL MATERIALS

None