



RESOLUTION OF LOCAL SUPPORT AUTHORIZING THE EXECUTIVE DIRECTOR TO FILE AN APPLICATION FOR REGIONAL DISCRETIONARY FUNDING ASSIGNED TO THE METROPOLITAN TRANSPORTATION COMMISSION, COMMITTING ANY NECESSARY MATCHING FUNDS, AND STATING ASSURANCE TO COMPLETE THE YERBA BUENA ISLAND MULTI-USE PATHWAY PROJECT (PROJECT) AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE FUNDING AGREEMENTS WITH CALTRANS FOR RECEIPT OF FEDERAL AND STATE FUNDS FOR THE 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

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,000,000 and an application for \$3,800,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program funding, Congestion Mitigation and Air Quality Improvement Program funding, Transportation Alternatives set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program funding (herein collectively referred to as Regional Discretionary Funding) for the Yerba Buena Island (YBI) Multi-use Pathway Project (herein referred to as Project) for the Priority Conservation Area Grant (\$1,000,000 for preliminary engineering and the environmental document) and Regional ATP (\$3,800,000 for final design) (herein referred to as Program); and

WHEREAS, 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; and

WHEREAS, This path would also tie into the planned SFOBB West Span Bicycle and Pedestrian facility currently being developed by the Bay Area Toll Authority and MTC; and



WHEREAS, The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the Federal Transportation Act) including, but not limited to the Surface Transportation Block Grant Program (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (23 U.S.C. § 149) and the Transportation Alternatives set-aside (23 U.S.C. § 133); and

WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

WHEREAS, The Transportation Authority is an eligible sponsor for Regional Discretionary Funding; and

WHEREAS, As part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- The commitment of any required matching funds; and
- That the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- That the Project will comply with the procedures, delivery milestones and



funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

- The assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- That the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- That the Project will comply with all project-specific requirements as set forth in the Program; and
- That the Transportation Authority has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency, MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the Transportation Authority; and

WHEREAS, That the Transportation Authority is authorized to submit an application for Regional Discretionary Funding for the Project; and

WHEREAS, There is no legal impediment to the Transportation Authority making applications for the funds; and

WHEREAS, There is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the Transportation Authority to deliver such Project; and

WHEREAS, The Transportation Authority authorizes its Executive Director to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application; and



WHEREAS, Approval of the recommended action would facilitate compliance with MTC funding requirement deadlines, avoid 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; and

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee was briefed on the staff recommended Resolution of Local Support for the Project and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED that the Executive Director is authorized to execute and file an application for Regional Discretionary Funding for the Project under the Federal Transportation Act or continued funding; and be it further

RESOLVED That the Transportation Authority will provide any required matching funds; and be it further

RESOLVED, That the Transportation Authority understands that the Regional Discretionary Funding for the Project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the Transportation Authority from other funds, and that the Transportation Authority does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it further

RESOLVED, That the Transportation Authority understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and the Transportation Authority has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency (which is the Congestion Management Agency for San Francisco), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the Transportation Authority; and be it further

RESOLVED, That the Project will be implemented as described in the complete



application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED, That the Transportation Authority has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the Project application; and be it further

RESOLVED, That Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and be it further

RESOLVED, That the Transportation Authority is an eligible sponsor of Regional Discretionary Funding funded projects; and be it further

RESOLVED, that there is no legal impediment to the Transportation Authority making applications for the funds; and be it further

RESOLVED, That there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the Transportation Authority to deliver such Project; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED, That the MTC is requested to support the application for the Project described in the resolution, and if approved, to include the Project in MTC's federal TIP upon submittal by the project sponsor for TIP programming; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute funding agreements with Caltrans for receipt of federal and state funds for the 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; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the MTC, Caltrans, other relevant agencies, and interested parties.



Memorandum

AGENDA ITEM 11

DATE: April 29, 2021

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 05/25/2021 Board Meeting: Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for Regional Discretionary Funding with the Metropolitan Transportation Commission, Committing Any Necessary Matching Funds, and Stating Assurance to Complete the Yerba Buena Island (YBI) Multi-use Pathway Project (Project); and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the 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 file an application for regional discretionary funding with the Metropolitan Transportation Commission (MTC) for the YBI Multi-use Pathway Project (Project)
- Authorize the Executive Director to execute funding agreements with Caltrans for receipt of federal and state funds for the Project in the amount of \$1,000,000 from a Priority Conservation Area Grant (PCA) and \$3,800,000 from a Regional Active Transportation Program (ATP) Grant

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

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 Local Support by July 1, 2021, to file an application for funding, and commit any necessary matching funds. Grant



<p>agreements for the above mentioned grants 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 approved by the MTC Commission on April 28, 2021. Subsequently, MTC submitted 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 Transportation Improvement Program. Although MTC administers the funds on a regional level, the Transportation Authority is required to work with Caltrans to receive federal and state funding. Thus, the proposed Board resolution would also authorize 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.



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.

CAC POSITION

The CAC considered this item at its April 28th meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

None