



## Memorandum

### AGENDA ITEM 4

**DATE:** August 26, 2021

**TO:** Transportation Authority Board

**FROM:** Eric Cordoba - Deputy Director for Capital Projects

**SUBJECT:** 09/14/2021 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 West Side Bridges Project (Project); and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal Funds for the Project in the Amount of \$5,000,000 from a Safe and Seamless Mobility Quick-Strike 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 Yerba Buena Island (YBI) West Side Bridges Project (Project)
- Authorize the Executive Director to execute funding agreements with Caltrans for receipt of federal funds for the Project in the amount of \$5,000,000 from a Safe and Seamless Mobility Quick-Strike Program grant

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

**SUMMARY**

In June 2021, the MTC awarded \$5 million in Safe and Seamless Mobility Quick-Strike Program grant funds to the Transportation Authority for construction of the YBI West Side Bridges project, contingent upon the San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape Project receiving an additional \$5 million from a one-time \$500 million infusion to the State's Active Transportation Program (ATP). MTC's intent is to help fund the West Side Bridges project while holding the Folsom Streetscape Project harmless. For the Quick-Strike grant, MTC requires the



<p>Transportation Authority to adopt a Resolution of Local Support by September 30, 2021, to file an application for funding, and commit any necessary matching funds. The grant agreement 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 the federal Quick-Strike grant that we anticipate receiving in October 2021 when Folsom Streetscape is anticipated to receive \$5 million in ATP funds.</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.

MTC’s Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), Coronavirus Response and Relief Supplemental Appropriations Act, and Federal Highway Infrastructure Program (FHIP) funds. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area’s climate initiative goals and priorities.

MTC’s initial recommendation for the Safe and Seamless Quick-Strike Program was to award \$5,000,000 to the SFMTA’s Folsom Streetscape Project. However, the Governor’s May Budget Revise proposed a one-time \$500 million infusion for active transportation projects, subject to additional legislative action by October 11, 2021. If no action is taken, the funds will be redirected to the state’s General Fund. The California Transportation Commission is proposing to use these funds for high-scoring but unfunded projects in the recent Cycle 5 ATP. The Folsom Streetscape Project was a high-scoring project and received a partial award of \$7,040,000 from Cycle 5 ATP and would be awarded SFMTA’s full request of \$12 million if the ATP augmentation is approved. Based on MTC’s recommendation (MTC Resolution No. 4202, Revised June 2021), if the Folsom Streetscape Project is awarded additional ATP funding, an equivalent amount of Safe and Seamless Mobility Quick-Strike funds (\$5,000,000) would be redirected to the Transportation Authority’s YBI Westside Bridges Seismic Retrofit project. We are preparing for the anticipated award by moving forward with the local resolution of support to meet MTC’s September 30 deadline.



MTC requires that local governing boards adopt a Resolution of Local Support by September 30, 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, we are required to work with Caltrans to receive federal funding. Thus, the proposed Board resolution would also authorize the Executive Director to execute necessary funding agreements with Caltrans.

## **DISCUSSION**

The Project, which we are undertaking on behalf of the Treasure Island Development Authority (TIDA), 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 requires a column relocation. This project will be challenging to implement, given its unique location along steep terrain on the western edge of Yerba Buena Island overlooking 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 San Francisco Bay).

Construction of roadway projects on YBI is very complex, requiring significant coordination among a number of entities and projects. One complicating factor is that the United States Coast Guard (USCG) Station, which is part of the Department of Homeland Security, is located on YBI. In constructing and reconstructing roadways on YBI, the projects need to be well coordinated to ensure there are sufficient roadways available to provide adequate traffic circulation for the USCG, Caltrans, TIDA, Treasure Island Community Development (TICD), and the residents and businesses of Treasure Island.

The Project is one of several roadway construction projects on YBI. The other major roadway construction projects include the Macalla Road Reconstruction Project, the Forest Road Detour Project and the I-80/YBI Ramps Improvement Project, Phase 1 (Westbound Ramps Project - Completed in October 2016 and opened to traffic) and Phase 2 (Southgate Road Realignment Project - Under Construction). TICD is the lead for the Macalla Road Reconstruction Project and the Forest Road Detour Project, while we are the lead for the Westbound Ramps Project and the Southgate Road Realignment Project. All four of these projects need to be essentially completed before construction of the Project can start (with a seven-month overlap of the Southgate Road Project).

We have completed design and right of way certification phases for the Project, which is construction ready pending securing full funding. The Project construction cost is estimated at \$110.11 million. The proposed construction phase funding plan is shown in the table below.

*Table 1. YBI West Side Bridges Construction Funding Plan*



<b>Funding Source</b>	<b>Status</b>	<b>Amount (M)</b>
Federal Highway Bridge Program	Allocated	\$54.84
Federal Rebuilding American Infrastructure and Sustainability and Equity (RAISE) Grant	Planned	\$25.00
Federal Appropriations Bill	Planned	\$10.00
State Prop 1B	Allocated	\$7.10
BATA	Allocated	\$2.70
MTC (Safe and Seamless Mobility Quick Strike Grant)	Planned	\$5.00
TIDA	Allocated	\$3.48
TIDA	Planned	\$0.89
Local (e.g. Prop K)	Planned	\$1.10
<b>Total</b>		<b>\$110.11</b>

The Project has secured funding of \$54.8 million from the Federal Highway Bridge Program, \$7.1 million from Proposition 1B Local Bridge Seismic Retrofit Account, and \$6.2 million in regional and local funds. There remains about \$42.0 million to secure to fully fund the project, including the \$5 million in Quick-Strike funding that is the subject of this memo. We recently applied for a \$25 million Federal Rebuilding American Infrastructure and Sustainability and Equity (RAISE) grant and have been seeking a federal appropriation of \$10 million. We are grateful that Senator Alex Padilla has included this project on his earmark list. Assuming final construction phase funding is obtained later this year, construction of the project is scheduled to begin in early 2022 and substantial completion is expected by summer 2025.

Over the past year plus, we have been focused on completing the funding plan for the West Side Bridges project, which is one of the final components of the Treasure Island and YBI Circulation Plan. When complete, the YBI and Treasure Island roadway network will be equipped for more frequent and new transit services. The future growth and development of the Treasure Island/YBI development is anchored by transit and infrastructure investments to facilitate dense, walkable, mixed-use development. The entire redevelopment is framed around economic development, with the initial conversion from a prior Naval Station to a new sustainable neighborhood, complete with both market-rate and affordable housing, infrastructure improvements, and an array of new public benefits including parks and open space, neighborhood-serving retail, office space, a new school, and community facilities.



## **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 grant funds administered by MTC and Caltrans for the Project. Preliminary engineering activities for this Project are incorporated into the FY 2021/22 Annual Budget and Work Program. Additional grant funding for construction activities awarded through the Safe and Seamless Mobility Quick-Strike Program will be incorporated into the mid-year budget amendment. 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 will consider this item at its September 1, 2021, meeting.

## **SUPPLEMENTAL MATERIALS**

None