



**San Francisco
County Transportation
Authority**

BD011122

RESOLUTION NO. 22-29

RESOLUTION PROGRAMMING \$4,055,000 OF THE TRANSPORTATION AUTHORITY'S SHARE OF SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM FORMULA FUNDS FOR CONSTRUCTION OF THE YERBA BUENA ISLAND WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB1); and

WHEREAS, Among other things, SB1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that, after taking \$20 million off the top for incentive funding for newly passed tax measures, allocate 60% of the program through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or fees; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On March 25, 2020, the CTC approved the LPP formulaic distribution for Prop K at \$1,805,000 per year and Prop AA at \$200,000 per year, covering Fiscal Years (FY) 2020/21 through FY 2022/23; and

WHEREAS, On August 19, 2021, the CTC approved the redistribution of the FY 2020/21 unused Incentive Funding, adding \$90,000 to the Transportation Authority's share of LPP formula funds; and

WHEREAS, LPP Formulaic Program funds are available for any phase of a capital project and require a dollar-for-dollar match and full funding plan; and



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WHEREAS, On June 22, 2021, the Board approved programming \$1,050,000 to the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project design phase and \$1,000,000 to the Yerba Buena Island (YBI) Multi-Use Pathway environmental phase to advance project development and competitiveness for future grants; and

WHEREAS, Transportation Authority staff recommend programming the remaining \$4,055,000 in LPP formula funds to the YBI West Side Bridges Seismic Retrofit Project (Project), as shown in Attachment 1, for the local contribution needed to close the project's remaining funding gap and leverage federal and state funds; and

WHEREAS, Scope, schedule, cost, funding and other details on the Project are contained in the attached Project Information Form (Attachment 2); and

WHEREAS, Transportation Authority staff have determined the project meets the requirements of the LPP Formulaic Program and advances a project priority included in the Transportation Authority's adopted work program that is otherwise difficult to fund with funds the Transportation Authority typically administers; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs \$4,055,000 of its share of LPP Formulaic Program funds in FY 2020/21 - 2022/23 for construction of the Yerba Buena Island West Side Bridges Seismic Retrofit Project; and be it further

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

Attachments (2):

1. Proposed LPP Formulaic Program Priorities
2. Project Information Form (1)



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of January, 2022, by the following votes:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Nays: (0)

Absent: (0)

DocuSigned by:
Rafael Mandelman 1/31/2022
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Rafael Mandelman Date
Chair

ATTEST: DocuSigned by:
Tilly Chang 1/27/2022
FFD2528AB8BE49B

Tilly Chang Date
Executive Director

Attachment 1.

Proposed and Approved Local Partnership Program (LPP) Formulaic Program Priorities

Fiscal Year	Sponsor ¹	Project Name	Project Description	Phase(s)	District(s)	Cost of Requested Phase	LPP Funds Requested	LPP Funds Programmed
Proposed								
21/22 (anticipated)	SFCTA	Yerba Buena Island West Side Bridges Seismic Retrofit Project	The Project will seismically retrofit eight existing bridge structures along Treasure Island Road to meet current seismic safety standards. One of the structures will be seismically retrofitted, while the remaining bridges will be demolished and replaced. These bridge structures are a critical connection between Yerba Buena Island, Treasure Island, and the Bay Bridge. This project is part of the I-80 Interchange Improvement Project, an effort to replace and retrofit key roads and on- and off-ramps that connect the I-80 and Yerba Buena Island. The project also includes new bicycle linkages with improved safety for thousands of expected new residents and visitors. Pending funding availability, we anticipate construction to begin summer 2022 and the project to be open for use by December 2025.	Construction	6	\$ 111,700,000	\$ 4,055,000	
Approved (Res 21-55, 06/22/2021)								
21/22	SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment Project	This project will improve safety and circulation by realigning the existing southbound Ocean Avenue off-ramp from a free flow right turn to a signalized T-intersection. Work will be coordinated with SFMTA's planning for bike lanes on Ocean Avenue. We expect that design will be complete by Fall 2023, with construction to start in 2024, subject to funding availability.	Design	7	\$ 2,100,000		\$ 1,050,000
21/22	SFCTA	Yerba Buena Island Multi-Use Pathway Project	This 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 Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. 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 Metropolitan Transportation Commission.	Environmental	6	\$ 3,000,000		\$ 1,000,000
Total						\$ 117,050,000	\$ 4,055,000	\$ 2,050,000

Total LPP Formulaic Funds Available \$ 6,105,000

LPP Formulaic Funds Remaining to Program \$ -

¹ Sponsor abbreviations include: the San Francisco County Transportation Authority (SFCTA).



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**SB1 Local Partnership Program - Formula
Project Information Form**

Project Name:	Yerba Buena Island West Side Bridges Retrofit Project
Implementing Agency:	SFCTA
Project Location:	Yerba Buena Island, San Francisco, CA
Supervisory District(s):	District 6
Project Manager and Contact Information (phone and email):	Mike Tan, (415) 522-4826, mike.tan@sfcta.org
Brief Project Description (50 words max):	The YBI West Side Bridges Retrofit will seismically retrofit eight existing bridge structures along Treasure Island Road to meet current seismic safety standards. One of the structures will be seismically retrofitted, while the remaining bridges will be demolished and replaced. These bridge structures are a critical connection between Yerba Buena Island, Treasure Island, and the Bay Bridge. This project is part of the I-80 Interchange Improvement Project, an effort to replace and retrofit key roads and on- and off-ramps that connect the I-80 and Yerba Buena Island. The project also includes new bicycle linkages with improved safety for thousands of expected new residents and visitors.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward), and how the project would meet the Local Partnership Program screening and prioritization criteria (e.g., quantifiable air quality improvements, VMT reduction, increase safety, improve current system conditions, and advance transportation, land use, and housing goals). Please describe how this project was prioritized.	<p>The Project encompasses eight (8) existing bridge structures on the west side of Yerba Buena Island. These structures generally comprise a viaduct along Treasure Island Road, just north of the San Francisco-Oakland Bay Bridge (SFOBB). The Project limits along Treasure Island Road are from the SFOBB to approximately 2000-feet northward. This stretch of Treasure Island Road includes the bridge structures and portions of “at-grade” roadway. These bridges were constructed between 1937 and 1964 and have been determined to be seismically deficient. The San Francisco County Transportation Authority (Transportation Authority), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose to bring the bridge structures up to current seismic safety standards. The Project consists of the following seismic retrofit strategy, which has been determined to be the most cost-effective approach:</p> <ul style="list-style-type: none"> - Demolish seven (7) bridge structures; - Realign roadway into the hillside; - Construct six (6) retaining walls; - Construct one undercrossing structure; and - Pave/stripe for new class II bicycle facility on widened roadway; and - Seismically retrofit one bridge structure.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, etc.).	<p>SFCTA has worked closely with the community and stakeholders. SFCTA worked with Assemblyman David Chiu to implement legislation (AB2374) for the SFCTA to utilize the Construction Manager/General Contractor (CMGC) project delivery method. It was approved by the Governor on September 28, 2016. SFCTA Board approved contract for Golden State Bridge/Obayashi JV to perform CMGC Services in December 2018.</p> <p>SFCTA sought feedback from the San Francisco Bicycle Coalition and Bike East Bay regarding the project and a potential bike path next to the West Side Bridges Project on September 18, 2020. They were both very supportive of the project and consider it a high priority project. The project team also presented the project to the SFCTA Citizens Advisory Committee on September 23, 2020 and to the SFCTA Board on October 20, 2020.</p>
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Area Map Attached
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Treasure Island Development Authority (TIDA) - Liz Hirschhorn Caltrans - Jimmy Panmai Federal Highway Administration - Lanh Phan



San Francisco SB1 Local Partnership Program - Formula County Transportation Project Information Form

Type of Environmental Clearance Required/Date Received:	Categorically Exempt
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Project Delivery Milestones Phase*	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Contracted	Apr-Jun	2013	Jan-Mar	2015
Environmental Studies (PA&ED)	100%	Contracted	Oct-Dec	2014	Oct-Dec	2017
Design Engineering (PS&E)	100%	Contracted	Apr-Jun	2018	Oct-Dec	2020
Right-of-way	100%	Contracted	Apr-Jun	2018	Oct-Dec	2020
Advertise Construction	0%	N/A	Jan-Mar	2022	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2025

*LPP Formulaic funds may be used for any capital project component (PA&ED, PS&E, ROW, and Construction).

Comments

This project will be coordinated with several projects, including: Southgate Road, Hillcrest Road Widening, YBI Multi-use Pathway, and BATA's West Span Skyway. The project is utilizing the CMGC delivery method in which a contractor is brought onboard during design phase and may result in accelerated bid and award phase. Construction schedule is contingent on securing full funding for this phase.

**SB1 Local Partnership Program - Formula
Project Information Form**

Project Name:	Yerba Buena Island West Side Bridges Retrofit Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,600,000			\$1,600,000	Actual cost
Environmental Studies (PA&ED)	\$3,900,000			\$3,900,000	Actual cost
Design Engineering (PS&E)	\$14,600,000			\$14,600,000	Actual cost
Right-of-way	\$800,000			\$800,000	Actual cost
Construction	\$111,700,000	\$4,055,000		\$107,645,000	SFCTA Construction Management General Contractor (CMGC) Team
TOTAL PROJECT COST	\$132,600,000	\$4,055,000	\$0	\$128,545,000	
Percent of Total		3%	0%	97%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Formula	\$4,055,000	N/A	N/A	\$4,055,000	21/22
<i>Federal HBP</i>		\$54,840,000		\$54,840,000	
<i>RAISE</i>		\$18,000,000		\$18,000,000	
<i>State Prop 1B</i>		\$7,100,000		\$7,100,000	
<i>MTC / BATA</i>	\$5,300,000	\$2,700,000		\$8,000,000	
<i>TIDA</i>	\$890,000	\$3,480,000		\$4,370,000	
<i>State</i>	\$10,000,000			\$10,000,000	
<i>CCSF General Fund</i>	\$3,000,000			\$3,000,000	
<i>TBD (e.g. additional State funds)</i>	\$2,335,000			\$2,335,000	
TOTAL	\$25,580,000	\$86,120,000	\$0	\$111,700,000	

Comments/Concerns

Transportation Authority staff are actively working with Caltrans, MTC, TIDA and other key stakeholders to secure full funding for this critical safety project. CTC will only program LPP funds to projects with a fully funded useable segment/phase. We may request to program funds in FY 2022/23 if needed.

