



Memorandum

AGENDA ITEM 7

DATE: December 1, 2022

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects
Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 12/6/2022 Board Meeting: Amend San Francisco’s One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations to Shift \$4,899,000 from San Francisco Municipal Transportation Agency’s (SFMTA’s) Bayview Community Multimodal Corridor Project to San Francisco County Transportation Authority’s (SFCTA’s) West Side Bridges Seismic Retrofit Project (West Side Bridges); Approve a Fund Exchange, With Conditions, of \$14,899,000 in OBAG 3 Funds From SFCTA’s West Side Bridges With an Equivalent Amount of Prop K Funds Allocated to SFMTA’s Light Rail Vehicle Procurement Project; and Appropriate, With Conditions, \$14,899,000 in Prop K Funds for the West Side Bridges

RECOMMENDATION

☐ Information ☒ Action

- Amend San Francisco’s OBAG 3 Project Nominations to shift \$4,899,000 from SFMTA’s Bayview Community Multimodal Corridor Project to SFCTA’s West Side Bridges
- Approve a fund exchange of \$14,899,000 in OBAG 3 funds from SFCTA’s West Side Bridges with an equivalent amount of Prop K funds from SFMTA’s Light Rail Vehicle (LRV) Procurement Project, with conditions
- Appropriate \$14,899,000 in Prop K funds to SFCTA’s West Side Bridges, with conditions

SUMMARY

The Transportation Authority is delivering the West Side Bridges project on behalf of the Treasure Island Development Authority (TIDA). The project is shovel ready but for final funding actions to enable March 2023 contract award and to avoid further cost escalation. The project construction phase cost is \$113.7 million. We are recommending that the Board amend our OBAG 3 project nominations to shift \$4,899,000 from the Bayview Multimodal Corridor project to complete the construction phase funding plan for West Side Bridges, increasing the total OBAG amount to \$14,899,000 (Attachment 1). The Bayview project is now fully funded with a recently awarded state Active Transportation Program (ATP) grant and no longer needs OBAG funds. We are also recommending

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



| | |
|---|--|
| <p>that the Board approve a fund exchange of \$14,899,000 in OBAG 3 funds from West Side Bridges for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project to allow the West Side Bridges contract to be awarded in March, faster than the OBAG funds would be available. Given the conditions recommended to ensure there is no impact from the fund exchange on the LRV project, staff from the SFMTA and Metropolitan Transportation Commission (MTC) are supportive of the proposal. Lastly, we are requesting appropriation of \$14,899,000 in Prop K funds for the West Side Bridges as part of this item. The fund exchange and appropriation are conditioned upon MTC approval of \$14,899,000 in OBAG funds for the West Side Bridges project as part of the MTC's OBAG 3 actions anticipated on January 25, 2023. The West Side Bridges construction phase funding plan is shown in Attachment 2.</p> | |
|---|--|

BACKGROUND

West Side Bridge Seismic Retrofit Project (West Side Bridges). The Transportation Authority is leading the West Side Bridges on behalf of the Treasure Island Development Authority (TIDA). This project will replace seven seismically deficient bridges and retrofit one bridge with a realigned roadway and retaining walls, a Class II bicycle facility, and a transit-only access on-ramp. It is one of a series of transportation infrastructure projects on Yerba Buena Island that are being constructed to support development on Treasure Island, which includes 8,000 units of housing at full build out, with 26% affordable. The West Side Bridges has been shovel-ready, except for the need to close the final funding gap. With new housing units being sold on Treasure Island and with increasing construction costs due to supply shortages and inflation, it is critical that we close the funding gap and enable the project to begin construction this spring.

OBAG Cycle 3 (OBAG 3) Nominations. The Board approved San Francisco's OBAG 3 project nominations in September 2022. The nominated projects include \$10 million for the West Side Bridges and \$5 million in federal OBAG funds for the construction phase of SFMTA's Bayview Community Multimodal Corridor Project. When the Board approved the OBAG 3 project nominations, we flagged the need for the Board to approve a fund exchange for West Side Bridges to ensure that the project could award the construction contract by March 2023. We also made the Board aware that the Bayview Community Multimodal Corridor Project had a pending \$12.3 million grant application for the California Transportation Commission's (CTC) Active Transportation Program (ATP) and if it was successful in getting the grant, then the Board could redirect up to \$5 million in OBAG funds to another OBAG project.

On October 20, 2022, the CTC released the 2023 ATP staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project. The full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application is fully funded with the ATP grant and no longer requires OBAG 3 funds.



DISCUSSION

The West Side Bridges project has been shovel-ready, except for the need to close the final funding gap. We are pleased to report that the original nomination of \$10 million in OBAG 3 funds provided the momentum for the remaining pieces of the funding plan to come together to close the funding gap for the \$113.7 million construction phase cost. In November 2022, the Bay Area Toll Authority (BATA) approved \$5 million in Local Partnership Program (LPP) formula funds and Caltrans committed an additional \$4.3 million in Federal Highway Bridge Program funds. With upcoming funding actions by the Transportation Authority, MTC/BATA, Caltrans, and TIDA, the project's funding plan will be complete by January 2023. The Construction Manager/General Contractor is on board and, assuming we have all project approvals and funding in place by February, we can award the construction contract in March and start construction in April 2023.

The three recommended Transportation Authority funding actions needed to fully fund West Side Bridges are described below.

Proposed Amendment to OBAG 3 Project Nominations. As detailed in Attachment 1, we recommend that the Board amend San Francisco's OBAG 3 project nominations to redirect \$5 million in OBAG 3 funds from the Bayview Multimodal Corridor Project, which is now fully funded and does not need the OBAG funds, to the West Side Bridges. This funding will close the project's construction funding gap. The remaining projects on the OBAG 3 list are not as good candidates for the \$5 million at this time. We are not recommending **SFCTA's Yerba Buena Island Multi-use Pathway** which is fully funded through the design phase, but has a \$70 million construction phase with no funding yet secured. **BART's Next Generation Fare Gates in San Francisco** is already nominated for funding for five of eight stations and the Transportation Authority is submitting a grant application this month to the state for LPP competitive funds for the remaining three stations. **SF Port's Embarcadero Resilience Master Plan** would not be fully funded with \$5 million (\$8 million requested), and the Port has indicated that it is not able to be phased.

Proposed OBAG 3/Prop K Fund Exchange. The proposed fund exchange is for \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions. The fund exchange will resolve timing issue for West Side Bridges to allow the construction contract to be awarded by March 2023. The fund exchange does not impact the SFMTA LRV project. The SFMTA and MTC support the proposed fund exchange, which is conditioned upon the following actions:

- Transportation Authority Board approval of the amended San Francisco's OBAG 3 project nominations to shift \$4,899,000 from the Bayview Multimodal Corridor project to West Side Bridges, increasing West Side Bridges OBAG funds from \$10,000,000 to \$14,899,000.
- TIDA Board approval of a Memorandum of Agreement for \$3.5 million for West Side Bridges, expected on December 15, 2022.
- MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges, expected January 25, 2023.

The fund exchange would be reflected in a Prop K 5-Year Prioritization Program amendment to the Vehicles – Undesignated category, which is where the exchanged sales tax funds from the LRV project would come from.



Prop K Appropriation Request. We are requesting \$14,899,000 in Prop K (exchange) funds for the West Side Bridges project as described in the attached allocation request form (Attachment 7). The appropriation is conditioned upon MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges and upon the Transportation Authority Board approval of the proposed fund exchange.

Next Steps. After the Board adopts the revised San Francisco OBAG 3 project nominations, we will submit the resolution and supporting materials to MTC. MTC staff is currently conducting a regional evaluation and anticipates final OBAG 3 project selection and Commission approval on January 25, 2023. We are also actively tracking and supporting upcoming December actions by Caltrans, CTC, and TIDA that together with the recommended Transportation Authority actions will fully fund the West Side Bridges.

FINANCIAL IMPACT

The recommended action would approve a fund exchange of \$14,899,000 in OBAG 3 funds from West Side Bridges for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project, and appropriate \$14,899,000 in Prop K funds deobligated from the LRV project, with conditions. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached West Side Bridges Seismic Retrofit Project Allocation Request Form (Attachment 7).

Attachment 6 shows the Prop K Fiscal Year 2022/23 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The Community Advisory Committee considered this item at its November 30, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – OBAG 3 Detailed Staff Recommendation Revised
- Attachment 2 – West Side Bridges Funding Plan
- Attachment 3 – Summary of Prop K Request
- Attachment 4 – Project Description
- Attachment 5 – Staff Recommendations
- Attachment 6 – Prop K Allocation Summary – FY 2022/23
- Attachment 7 – West Side Bridges Seismic Retrofit Project Allocation Request Form
- Attachment 8 - Resolution

Attachment 1
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
Detailed Staff Recommendation - Revised 11.21.22¹

| Total Score | Sponsor Agency ² | Project Name | Recommended Phase(s) | OBAG 3 Requested | Recommended OBAG 3 Programming | Notes |
|-------------|-----------------------------|---------------------------------------|----------------------|------------------|--------------------------------|---|
| 85 | SFMTA | Bayview Community Multimodal Corridor | Construction | \$5,000,000 | \$0 | On October 20, 2022 the California Transportation Commission released the 2023 Active Transportation Program staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project. The CTC Commission is expected to approve the staff recommendation on December 7-8, 2022. With the \$12.3 million in funding, the full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application is fully funded and no longer requires OBAG 3 funds. |
| 83 | SFMTA | Central Embarcadero Safety | Construction | \$6,320,000 | \$6,320,000 | This application is based on a robust outreach process that identified this project as the top priority for the Embarcadero Enhancement Program. Requested funds would complete the project's funding plan. Environmental review and design are underway. |

Attachment 1
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
Detailed Staff Recommendation - Revised 11.21.22¹

| Total Score | Sponsor Agency ² | Project Name | Recommended Phase(s) | OBAG 3 Requested | Recommended OBAG 3 Programming | Notes |
|-------------|-----------------------------|---------------------------------------|----------------------|------------------|--------------------------------|--|
| 83 | SFCTA | West Side Bridges Seismic Retrofit | Construction | \$10,000,000 | \$14,899,900 | <p>The Transportation Authority is leading the West Side Briges project on behalf of TIDA. This is a shovel-ready project that is a critical piece of infrastructure for the Equity Priority Community on Treasure Island and Yerba Buena Island.</p> <p>Requested funds would complete the funding plan, with MTC/BATA, Caltrans, and TIDA also contributing.</p> |
| 81 | SFMTA | 29 Sunset Improvement Project Phase 1 | Construction | \$5,976,000 | \$5,976,000 | <p>This project would improve transit reliability, pedestrian safety and access to many schools and parks including Golden Gate Park and McLaren Park, as well as the Presidio. It supports geographic equity spanning Districts 1, 2, 4 and 7. Requested funds would complete the project's funding plan.</p> |

Attachment 1
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
Detailed Staff Recommendation - Revised 11.21.22¹

| Total Score | Sponsor Agency ² | Project Name | Recommended Phase(s) | OBAG 3 Requested | Recommended OBAG 3 Programming | Notes |
|-------------|-----------------------------|--|----------------------|------------------|--------------------------------|---|
| 75 | BART | Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park) | Construction | \$13,300,000 | \$13,300,000 | <p>This project has documented support from the disability community and improves accessibility to BART and Muni.</p> <p>BART and Muni equally share the cost for improving joint use elevators at downtown stations, per the BART/ SFMTA Joint Maintenance Agreement (JMA) for shared station facilities. The recommended OBAG programming would complete BART's 50% share of the project cost. SFMTA is responsible for its 50% share of the cost (\$17,048,115) per the JMA. SFMTA has requested that 50% of the recommended OBAG fund be credited towards SFMTA's share. We note that our proposed OBAG recommendations would fully fund all 3 applications that SFMTA submitted in response to the call for projects.</p> |
| 74 | BART | Elevator Modernization Design for 16th Street Mission, 24th Street Mission, and Balboa Park Stations | Design | \$4,945,000 | \$4,945,000 | <p>[Added to recommended nomination list 09.22.22]</p> <p>This project has documented support from the disability community and improves accessibility to BART and Muni. If the requested funds are secured, BART anticipates starting the design phase in January 2025.</p> |

Attachment 1
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
Detailed Staff Recommendation - Revised 11.21.22¹

| Total Score | Sponsor Agency ² | Project Name | Recommended Phase(s) | OBAG 3 Requested | Recommended OBAG 3 Programming | Notes |
|-------------|-----------------------------|---|----------------------|------------------|--------------------------------|---|
| 66 | SFCTA | Yerba Buena Island Multi-Use Pathway | Design | \$5,000,000 | \$3,000,000 | We are recommending \$3,000,000 in OBAG funds to fully fund the design phase of the project. OBAG funds would leverage an Active Transportation Program grant and position the project to be highly competitive for an SB 1 Solutions for Congested Corridors grant application that the Metropolitan Transportation Commission intends to submit and on which we are partnering for the construction phase. Environmental review has started. |
| 60 | BART | Next Generation Fare Gates in San Francisco and San Francisco International Airport | Construction | \$12,500,000 | \$4,314,600 | <p>[Funding Decreased to Accommodate Elevator Design Project - 09.22.22] BART staff have proposed that, with the recommended amount of OBAG funds, BART would install Next Generation Fare Gates at five stations: Powell St, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, and Balboa Park. BART staff will sequence installation of fare gates at the five stations in a manner that is efficient and avoids potential cost and technical impacts.</p> <p>SFCTA staff will work with BART to identify funding for the remaining San Francisco stations: Embarcadero, Montgomery St, and Glen Park.</p> |

Attachment 1
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
Detailed Staff Recommendation - Revised 11.21.22¹

| Total Score | Sponsor Agency ² | Project Name | Recommended Phase(s) | OBAG 3 Requested | Recommended OBAG 3 Programming | Notes |
|--|-----------------------------|------------------------------------|----------------------|------------------|--------------------------------|---|
| 53 | SF Port | Embarcadero Resilience Master Plan | Planning | \$8,000,000 | \$0 | OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in concepts. In addition, the scope can't be phased. SFCTA strongly supports this project and will work with SF Port to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs. |
| | | | TOTAL | \$71,041,000 | \$52,755,500 | |
| | | | | | | |
| | | | REVISED TOTAL | \$52,755,500 | | |
| San Francisco's OBAG 3 Project Nomination Target ³ | | | | | \$52,855,600 | |

¹ Projects are sorted by evaluation score from highest ranked to lowest.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Port of San Francisco (SF Port), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

³ The Metropolitan Transportation Commission requested that counties submit project nominations for 120% of the available funding capacity for the County Program.

Attachment 2.

West Side Bridges Construction Phase Funding Plan

| Source | Total (in \$ x 1M) |
|--|--------------------|
| Project Construction Cost | \$ 113.70 |
| Project Construction Funding | Amount |
| Federal Highway Bridge Program | 54.84 |
| State Prop 1B Local Bridge Seismic | 7.105 |
| Federal RAISE grant | 18.00 |
| Bay Area Toll Authority | 2.00 |
| San Francisco share SB 1 Local Partnership Program Formula funds | 4.056 |
| Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds | 5.00 |
| Treasure Island Development Authority | 3.505 |
| Prop K (via OBAG fund exchange) | 14.89 |
| Caltrans Highway Bridge Program | 4.30 |
| Total funding | \$ 113.70 |
| Federal Amount | \$ 77.14 |
| Non Federal Amount | \$ 36.56 |
| Non Federal Percent | 32.2% |

Attachment 3: Summary of Requests Received

| Source | EP Line No./ Category ¹ | Project Sponsor ² | Project Name | Current Prop K Request | Total Cost for Requested Phase(s) | Leveraging | | Phase(s) Requested | District(s) |
|--------------|---------------------------------------|---------------------------------|--|---------------------------|---|---|--|-----------------------|-------------|
| | | | | | | Expected Leveraging by EP Line ³ | Actual Leveraging by Project Phase(s) ⁴ | | |
| Prop K | 17U | SFCTA | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) | \$ 14,899,000 | \$ 113,700,000 | NA | 87% | Construction | 6 |
| TOTAL | | | | \$ 14,899,000 | \$ 113,700,000 | 0% | 87% | | |

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: SFCTA (San Francisco County Transportation Authority)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 4: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | Project Description |
|--------------------------|--------------------|--|---------------------------|----------------------------|---|
| 17U | SFCTA | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) | \$ 14,899,000 | | Funds would be used for construction phase for the retrofit/replacement of eight seismically deficient bridge structures along Treasure Island Road to meet current seismic standards. The project is a component of the transportation system that SFCTA is implementing on behalf of the Treasure Island Development Authority to facilitate Treasure Island and Yerba Buena Island redevelopment. These bridges are critical connections between the islands and the Bay Bridge. The project includes a transit-only westbound on-ramp to the Bay Bridge to accommodate expanded service for the Muni 25 bus route, and a new Class II bicycle lane along Treasure Island Road. The project is expected to be open for use by December 2026. |
| TOTAL | | | \$14,899,000 | \$0 | |

¹ See Attachment 3 for footnotes.

Attachment 5: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Prop AA Funds Recommended | Recommendations |
|-----------------------|-----------------|---|--------------------------|---------------------------|---|
| 17U | SFCTA | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) | \$ 14,899,000 | | <p>Special Conditions: This recommendation is conditioned upon Board approval of OBAG 3/Prop K fund exchange, TIDA Board approval of the Memorandum of Agreement for TIDA project funds, expected December 15, 2022, and MTC approval of the OBAG 3 project list, expected January 25, 2023.</p> <p>5-Year Prioritization Program (5YPP) Amendment: Funding this request requires concurrent amendment to the Vehicles - Undesignated 5YPP to add the subject project and program \$14.899 M in Prop K funds deobligated from the SFMTA's Light Rail Vehicle Procurement project to the subject project. See attached 5YPP amendment for details.</p> |
| TOTAL | | | \$ 14,899,000 | \$ - | |

¹ See Attachment 3 for footnotes.

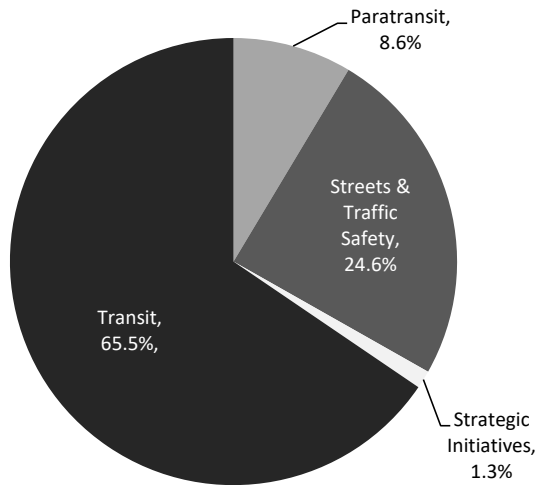
**Attachment 6.
Prop K Allocation Summary - FY2022/23**

PROP K SALES TAX

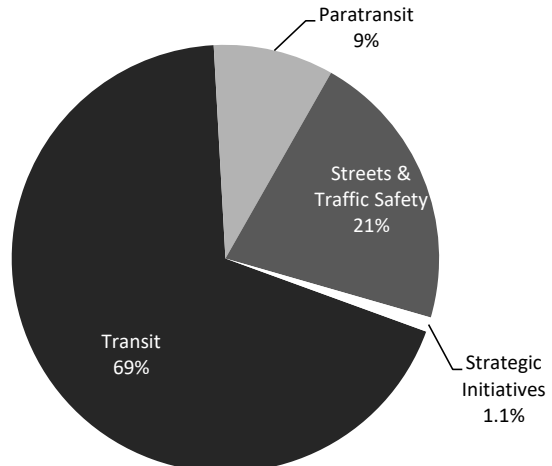
| FY2022/23 | Total | FY 2022/23 | FY 2023/24 | FY 2024/25 | FY 2025/26 |
|-----------------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Prior Allocations | \$ 33,918,052 | \$ 17,774,023 | \$ 13,225,067 | \$ 2,618,962 | \$ 300,000 |
| Current Request(s) | \$ 14,899,900 | \$ - | \$ - | \$ 14,899,900 | \$ - |
| New Total Allocations | \$ 48,817,952 | \$ 17,774,023 | \$ 13,225,067 | \$ 17,518,862 | \$ 300,000 |

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date



San Francisco County Transportation Authority

Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2022/23 |
| Project Name: | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) |
| Grant Recipient: | San Francisco County Transportation Authority |

EXPENDITURE PLAN INFORMATION

| | |
|---------------------------------|-------------------------|
| PROP K Expenditure Plans | Vehicles - Undesignated |
| Current PROP K Request: | \$14,899,000 |
| Supervisory District | District 06 |

REQUEST

Brief Project Description

The project will replace seven seismically deficient bridges, retrofit one bridge, with a realigned roadway and retaining walls and improve the horizontal clearance for the I-80 Eastbound off-ramp. Additionally, this project includes a Class II bicycle facility, and a transit-only access on-ramp. This project is designed to improve multi-modal access between Yerba Buena and Treasure Islands and the greater San Francisco/Oakland area.

Detailed Scope, Project Benefits and Community Outreach

The project consists of the following elements:

- Demolish seven (7) existing roadway bridge structures;
- Realign the roadway into the Yerba Buena Island hillside;
- Construct six (6) retaining walls to support the new roadway;
- Construct one (1) undercrossing structure (to accommodate the road and Bay Bridge ramps);
- Seismically retrofit/reconfigure one (1) bridge structure that carries Westbound I-80 on-ramp traffic to the Bay Bridge. This ramp becomes a dedicated bus lane.
- Bridge improvements include the relocation of two columns at the Eastbound I-80 Bay Bridge off-ramp to Yerba Buena Island to increase the off-ramp horizontal clearances and increase the ability for trucks to navigate the sharp off-ramp exit. The increased clearance will greatly reduce the issue of truck blockages on the Eastbound I-80 off-ramp, which result in bottlenecks and vehicular queuing on the Bay Bridge.
- Pave/stripe for new Class II bicycle facility on Treasure Island Road;
- Install water pollution, erosion control measures, and drainage system.

This project also includes a Class II bicycle facility, and a transit-only access on-ramp in addition to the replacement of seven bridges and retrofitting of one bridge.

There are also 8,000 units planned for construction by 2040 of which 26% will be affordable. Initial units are for sale now and 3 more builds are breaking ground this year. The Construction Manager/General Contractor (CMGC) is currently being worked on with the contractor through the design phase and are ready to finalize the construction contract.

Project Location

Yerba Buena Island

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

| | |
|--|--------------------------------|
| Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? | New Project |
| Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan? | Greater than Programmed Amount |
| Prop K 5YPP Amount: | \$0 |

Justification for Necessary Amendment

Request includes an amendment to the Vehicles - Undesignated 5YPP to add the subject project and program \$14,899,900 in Prop K funds deobligated from the SFMTA's Light Rail Vehicle Procurement project to the subject project.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2022/23 |
| Project Name: | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) |
| Grant Recipient: | San Francisco County Transportation Authority |

ENVIRONMENTAL CLEARANCE

| | |
|----------------------------|----------------------|
| Environmental Type: | Categorically Exempt |
|----------------------------|----------------------|

PROJECT DELIVERY MILESTONES

| Phase | Start | | End | |
|--|-------------|---------------|-------------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (PLAN) | | | | |
| Environmental Studies (PA&ED) | Jan-Feb-Mar | 2011 | Oct-Nov-Dec | 2020 |
| Right of Way | Jan-Feb-Mar | 2017 | Oct-Nov-Dec | 2020 |
| Design Engineering (PS&E) | Oct-Nov-Dec | 2018 | Oct-Nov-Dec | 2023 |
| Advertise Construction | | | | |
| Start Construction (e.g. Award Contract) | Jan-Feb-Mar | 2023 | | |
| Operations (OP) | | | | |
| Open for Use | | | Oct-Nov-Dec | 2026 |
| Project Completion (means last eligible expenditure) | | | Oct-Nov-Dec | 2027 |

SCHEDULE DETAILS

The West Side Bridges Project Team is in constant communication and coordination with Treasure Island Development Authority (TIDA) who has right of way of the project limit. When construction starts in 2023, the project team will work with TIDA to provide regular updates to the community. Construction updates can be found at: <https://sf.gov/information/treasure-island-community-development-community-construction-meetings>

The team is also in coordination with FHWA, Caltrans and Bay Area Toll Authority. SFCTA is also coordinating with the Southgate Road Project which is finishing construction and the new Hillcrest Road Widening Project next to the West Side Bridges Project.

SFCTA will submit the Request for Authorization to Proceed with Construction to Caltrans in December 2022. The RAISE grant has the following timely-use-of-funds deadlines: construction must start by April 2023 and be completed by December 2026.

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2022/23 |
| Project Name: | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) |
| Grant Recipient: | San Francisco County Transportation Authority |

FUNDING PLAN - FOR CURRENT REQUEST

| Fund Source | Planned | Programmed | Allocated | Project Total |
|--|--------------|-------------|--------------|---------------|
| EP-117M: Vehicles - MUNI | \$14,899,000 | \$0 | \$0 | \$14,899,000 |
| Bay Area Toll Authority | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds | \$0 | \$5,000,000 | \$0 | \$5,000,000 |
| Caltrans Highway Bridge Program | \$0 | \$0 | \$4,300,000 | \$4,300,000 |
| Federal Highway Bridge Program | \$0 | \$0 | \$54,840,000 | \$54,840,000 |
| Federal RAISE Grant | \$0 | \$0 | \$18,000,000 | \$18,000,000 |
| San Francisco share SB 1 Local Partnership Program Formula funds | \$0 | \$4,056,000 | \$0 | \$4,056,000 |
| State Proposition 1B Local Bridge Seismic Retrofit Account | \$0 | \$0 | \$7,105,000 | \$7,105,000 |
| Treasure Island Development Authority | \$0 | \$0 | \$3,500,000 | \$3,500,000 |
| Phases In Current Request Total: | \$14,899,000 | \$9,056,000 | \$89,745,000 | \$113,700,000 |

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

| Fund Source | Planned | Programmed | Allocated | Project Total |
|--|--------------|-------------|--------------|---------------|
| PROP K | \$14,899,000 | \$0 | \$0 | \$14,899,000 |
| Bay Area Toll Authority | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds | \$0 | \$5,000,000 | \$0 | \$5,000,000 |
| Caltrans Highway Bridge Program | \$0 | \$0 | \$4,300,000 | \$4,300,000 |
| Federal Highway Bridge Program | \$0 | \$0 | \$7,427,185 | \$7,427,185 |
| Federal Highway Bridge Program | \$0 | \$0 | \$54,840,000 | \$54,840,000 |
| Federal RAISE Grant | \$0 | \$0 | \$18,000,000 | \$18,000,000 |
| San Francisco share SB 1 Local Partnership Program Formula funds | \$0 | \$4,056,000 | \$0 | \$4,056,000 |
| State Prop 1B | \$0 | \$0 | \$43,815 | \$43,815 |

| | | | | |
|--|---------------------|--------------------|---------------------|----------------------|
| State Proposition 1B Local Bridge Seismic Retrofit Account | \$0 | \$0 | \$7,105,000 | \$7,105,000 |
| Treasure Island Development Authority | \$0 | \$0 | \$4,418,000 | \$4,418,000 |
| Funding Plan for Entire Project Total: | \$14,899,000 | \$9,056,000 | \$98,134,000 | \$122,089,000 |

COST SUMMARY

| Phase | Total Cost | PROP K - Current Request | Source of Cost Estimate |
|---------------------------------|---------------|--------------------------|----------------------------|
| Planning/Conceptual Engineering | \$0 | | |
| Environmental Studies | \$0 | | |
| Right of Way | \$382,000 | | Actual costs |
| Design Engineering | \$8,007,000 | | Actual costs |
| Construction | \$113,700,000 | \$14,899,000 | CMGC construction estimate |
| Operations | \$0 | | |
| Total: | \$122,089,000 | \$14,899,000 | |

| | |
|------------------------------|------------|
| % Complete of Design: | 100.0% |
| As of Date: | 02/28/2022 |
| Expected Useful Life: | 50 Years |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

| SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) | | | | |
|--|-----------------------|---------------|----------------------|----------------------|
| Budget Line Item | Totals | % of contract | SFCTA | Contractor |
| 1. Construction Contract | | | | |
| Contract Items | \$ 83,014,801 | | | \$ 83,014,801 |
| Supplemental Work | \$ 2,324,070 | | | \$ 2,324,070 |
| 2. Contingencies | \$ 8,543,157 | 10% | | \$ 8,543,157 |
| 3. Agency Furnished Materials | \$ 2,416,765 | | \$ 2,416,765 | |
| 4. Construction Engineering | \$ 12,814,735 | 15% | \$ 12,814,735 | |
| 5. Finance Costs* | \$ 4,586,473 | | | |
| | | | | |
| TOTAL CONSTRUCTION PHASE | \$ 113,700,000 | | \$ 15,231,500 | \$ 93,882,027 |

* Finance costs are budgeted due to the anticipated delay in federal reimbursements to the Transportation Authority.

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

| Item No | Item Code | Final Pay | Item Description | Units | Quantity | Estimated Unit Cost | Estimated Total Item |
|---------|-----------|-----------|--|-------|----------|---------------------|----------------------|
| 1 | 070030 | | LEAD COMPLIANCE PLAN | LS | 1 | \$ 16,478.00 | \$ 16,478.00 |
| 2 | 080050 | | PROGRESS SCHEDULE (CRITICAL PATH METHOD) | LS | 1 | \$ 5,350.00 | \$ 5,350.00 |
| 3 | 100100 | | DEVELOP WATER SUPPLY | LS | 1 | \$ 117,700.00 | \$ 117,700.00 |
| 4 | 120090 | | CONSTRUCTION AREA SIGNS | LS | 1 | \$ 37,450.00 | \$ 37,450.00 |
| 5 | 120100 | | TRAFFIC CONTROL SYSTEM | LS | 1 | \$ 807,850.00 | \$ 807,850.00 |
| 6 | 120120 | | TYPE III BARRICADE | EA | 12 | \$ 133.75 | \$ 1,605.00 |
| 7 | 120159 | | NOT USED | N/A | | | \$ _____ |
| 8 | 120198 | | NOT USED | N/A | | | \$ _____ |
| 9 | 120300 | | NOT USED | N/A | | | \$ _____ |
| 10 | 128651 | | PORTABLE CHANGEABLE MESSAGE SIGN (EA) | EA | 2 | \$ 14,445.00 | \$ 28,890.00 |
| 11 | 129000 | | TEMPORARY RAILING (TYPE K) | LF | 500 | \$ 58.85 | \$ 29,425.00 |
| 12 | 129140 | | TEMPORARY ALTERNATIVE CRASH CUSHION | EA | 2 | \$ 5,457.00 | \$ 10,914.00 |
| 13 | 130100 | | JOB SITE MANAGEMENT | LS | 1 | \$ 668,750.00 | \$ 668,750.00 |
| 14 | 130200 | | PREPARE STORM WATER POLLUTION PREVENTION PLAN | LS | 1 | \$ 8,025.00 | \$ 8,025.00 |
| 15 | 130505 | | MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL) | EA | 4 | \$ 588.50 | \$ 2,354.00 |
| 16 | 130530 | | TEMPORARY HYDRULIC MULCH (BONDED FIBER MATRIX) | SQYD | 80,400 | \$ 1.93 | \$ 155,172.00 |
| 17 | 130620 | | TEMPORARY DRAINAGE INLET PROTECTION | EA | 17 | \$ 278.20 | \$ 4,729.40 |
| 18 | 130640 | | TEMPORARY FIBER ROLL | LF | 5,350 | \$ 5.89 | \$ 31,511.50 |
| 19 | 130670 | | TEMPORARY REINFORCED SILT FENCE | LF | 1,810 | \$ 13.91 | \$ 25,177.10 |
| 20 | 130710 | | TEMPORARY CONSTRUCTION ENTRANCE | EA | 4 | \$ 8,453.00 | \$ 33,812.00 |
| 21 | 130730 | | STREET SWEEPING | LS | 1 | \$ 727,600.00 | \$ 727,600.00 |
| 22 | 130900 | | TEMPORARY CONCRETE WASHOUT | LS | 1 | \$ 88,039.60 | \$ 88,039.60 |
| 23 | 141103 | | REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE) | LF | 2,218 | \$ 6.42 | \$ 14,239.56 |
| 24 | 141120 | | TREATED WOOD WASTE | LB | 75,000 | \$ 0.32 | \$ 24,000.00 |
| 25 | 146002 | | CONTRACTOR-SUPPLIED BIOLOGIST | LS | 1 | \$ 217,210.00 | \$ 217,210.00 |
| 26 | 148006 | | VIBRATION MONITORING | LS | 1 | \$ 169,381.00 | \$ 169,381.00 |
| 27 | 170103 | | CLEARING AND GRUBBING (LS) | LS | 1 | \$ 48,150.00 | \$ 48,150.00 |
| 28 | 190101 | F | ROADWAY EXCAVATION | CY | 15,158 | \$ 94.16 | \$ 1,427,277.28 |
| 29 | 190105 | | ROADWAY EXCAVATION (TYPE Z-2) (AERIALLY DEPOSITED LEAD) | CY | 2,190 | \$ 310.30 | \$ 679,557.00 |
| 30 | 192003 | F | STRUCTURE EXCAVATION (BRIDGE) | CY | 5,684 | \$ 48.15 | \$ 273,684.60 |
| 31 | 192037 | F | STRUCTURE EXCAVATION (RETAINING WALL) | CY | 9,948 | \$ 374.50 | \$ 3,725,526.00 |
| 32 | 193003 | F | STRUCTURE BACKFILL (BRIDGE) | CY | 910 | \$ 535.00 | \$ 486,850.00 |
| 33 | 193013 | F | STRUCTURE BACKFILL (RETAINING WALL) | CY | 8,921 | \$ 267.50 | \$ 2,386,367.50 |
| 34 | 193007 | F | NOT USED | Ø | | | \$ _____ |
| 35 | 198212 | | SUBGRADE ENHANCEMENT GEOTEXTILE | SY | 50 | \$ 17.66 | \$ 883.00 |
| 36 | 193116 | F | CONCRETE BACKFILL (SOLDIER PILE WALL) | CY | 672 | \$ 1,005.80 | \$ 675,897.60 |
| 37 | 193119 | F | LEAN CONCRETE BACKFILL | CY | 130 | \$ 1,005.80 | \$ 130,754.00 |
| 38 | 210010 | | MOVE-IN/MOVE-OUT (EROSION CONTROL) | EA | 2 | \$ 545.70 | \$ 1,091.40 |

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

| Item No | Item Code | Final Pay | Item Description | Units | Quantity | Estimated Unit Cost | Estimated Total Item |
|---------|-----------|-----------|--|-------|----------|---------------------|----------------------|
| 39 | 210270 | | ROLLED EROSION CONTROL PRODUCT (NETTING) | SQFT | 60,300 | \$ 0.86 | \$ 51,858.00 |
| 40 | 210281A | | EROSION CONTROL (WIRE MESH BLANKET) | SQFT | 36,900 | \$ 18.73 | \$ 691,137.00 |
| 41 | 210300 | | HYDROMULCH | SQFT | 60,300 | \$ 0.16 | \$ 9,648.00 |
| 42 | 210350 | | FIBER ROLLS | LF | 6,275 | \$ 5.56 | \$ 34,889.00 |
| 43 | 210420 | | STRAW | SQFT | 60,300 | \$ 0.16 | \$ 9,648.00 |
| 44 | 210430 | | HYDROSEED | SQFT | 60,300 | \$ 0.21 | \$ 12,663.00 |
| 45 | 210610 | | COMPOST (CY) | CY | 70 | \$ 178.69 | \$ 12,508.30 |
| 46 | 211111 | | PERMANENT EROSION CONTROL ESTABLISHMENT WORK | LS | 1 | \$ 81,320.00 | \$ 81,320.00 |
| 47 | 280001 | | CONCRETE BASE | CY | 2,021 | \$ 593.85 | \$ 1,200,170.85 |
| 48 | 377504 | | NOT USED | N/A | | | \$ _____ |
| 49 | 390132 | | HOT MIX ASPHALT (TYPE A) | TON | 2,597 | \$ 184.04 | \$ 477,951.88 |
| 50 | 398200 | | COLD PLANE ASPHALT CONCRETE PAVEMENT | SQYD | 304 | \$ 109.14 | \$ 33,178.56 |
| 51 | 460210 | | GROUND ANCHOR (TIEBACK) | EA | 251 | \$ 19,795.00 | \$ 4,968,545.00 |
| 52 | 460211 | | GROUND ANCHOR (SUBHORIZONTAL) | EA | 117 | \$ 19,795.00 | \$ 2,316,015.00 |
| 53 | 460300 | | SOIL NAIL | LF | 11,616 | \$ 117.70 | \$ 1,367,203.20 |
| 54 | 490317 | | STEEL SOLDIER PILE (W 14 x 68) | LF | 655 | \$ 144.45 | \$ 94,614.75 |
| 55 | 490321 | | STEEL SOLDIER PILE (W 14 x 90) | LF | 1,510 | \$ 176.55 | \$ 266,590.50 |
| 56 | 490323 | | STEEL SOLDIER PILE (W 14 x 132) | LF | 1,045 | \$ 224.70 | \$ 234,811.50 |
| 57 | 490324 | | STEEL SOLDIER PILE (W 14 x 159) | LF | 140 | \$ 288.90 | \$ 40,446.00 |
| 58 | 490320 | | STEEL SOLDIER PILE (HP 14 x 89) | LF | 3,145 | \$ 288.90 | \$ 908,590.50 |
| 59 | 490400 | | 24" DRILLED HOLE | LF | 555 | \$ 144.45 | \$ 80,169.75 |
| 60 | 490403 | | 30" DRILLED HOLE | LF | 4,289 | \$ 149.80 | \$ 642,492.20 |
| 61 | 490585 | | PERMANENT STEEL CASING (36" X 3/4") | LF | 1,178 | \$ 540.35 | \$ 636,532.30 |
| 62 | 490587 | | PERMANENT STEEL CASING (36" X 1") | LF | 2,480 | \$ 758.63 | \$ 1,881,402.40 |
| 63 | 490604 | | 30" CAST-IN-DRILLED-HOLE CONCRETE PILING | LF | 451 | \$ 347.75 | \$ 156,835.25 |
| 64 | 490605 | | 36" CAST-IN-DRILLED-HOLE CONCRETE PILING | LF | 6,374 | \$ 353.10 | \$ 2,250,659.40 |
| 65 | 490681 | | 30" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET) | LF | 352 | \$ 355.24 | \$ 125,044.48 |
| 66 | 490682 | | 36" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET) | LF | 2,421 | \$ 352.03 | \$ 852,264.63 |
| 67 | 510051 | F | STRUCTURAL CONCRETE, BRIDGE FOOTING | CY | 77 | \$ 1,177.00 | \$ 90,629.00 |
| 68 | 510053 | F | STRUCTURAL CONCRETE (BRIDGE) | CY | 2,385 | \$ 2,675.00 | \$ 6,379,875.00 |
| 69 | 510060 | F | STRUCTURAL CONCRETE (RETAINING WALL) | CY | 3,093 | \$ 2,717.80 | \$ 8,406,155.40 |
| 70 | 510064 | F | STRUCTURAL CONCRETE, RETAINING WALL-WALER | CY | 195 | \$ 8,132.00 | \$ 1,585,740.00 |
| 71 | 510072 | F | STRUCTURAL CONCRETE (BARRIER SLAB) | CY | 385 | \$ 3,210.00 | \$ 1,235,850.00 |
| 72 | 51 0086 | F | STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N (30)) | CY | 80 | \$ 1,605.00 | \$ 128,400.00 |
| 73 | 510094 | F | STRUCTURAL CONCRETE, DRAINAGE INLET | CY | 31 | \$ 4,424.45 | \$ 137,157.95 |
| 74 | 510502 | | MINOR CONCRETE (DRAINAGE CHANNEL) | CY | 63 | \$ 2,931.80 | \$ 184,703.40 |
| 75 | 511035 | F | ARCHITECTURAL TREATMENT | SQFT | 19,740 | \$ 47.22 | \$ 932,122.80 |
| 76 | 511106 | | DRILL & BOND DOWEL | LF | 487 | \$ 53.50 | \$ 26,054.50 |

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

| Item No | Item Code | Final Pay | Item Description | Units | Quantity | Estimated Unit Cost | Estimated Total Item |
|---------|-----------|-----------|--|-------|----------|---------------------|----------------------|
| 77 | 511111 | | DRILL AND BOND (CHEMICAL ADHESIVE) | LF | 134 | \$ 60.99 | \$ 8,172.66 |
| 78 | 519100 | | JOINT SEAL (MR 2") | LF | 51 | \$ 249.31 | \$ 12,714.81 |
| 79 | 520101 | F | BAR REINFORCING STEEL (BARRIER SLAB) | LB | 49,141 | \$ 1.98 | \$ 97,299.18 |
| 80 | 520102 | F | BAR REINFORCING STEEL (BRIDGE) | LB | 617,801 | \$ 1.77 | \$ 1,093,507.77 |
| 81 | 520103 | F | BAR REINFORCING STEEL (RETAINING WALL) | LB | 660,429 | \$ 1.77 | \$ 1,168,959.33 |
| 82 | 520104 | F | BAR REINFORCING STEEL (RETAINING WALL)-WHALER | LB | 94,500 | \$ 1.50 | \$ 141,750.00 |
| 83 | 520108 | F | BAR REINFORCING STEEL (CIDH CONCRETE PILING) | LB | 828,917 | \$ 1.77 | \$ 1,467,183.09 |
| 84 | 520116 | F | BAR REINFORCING STEEL (RETAINING WALL)-SHOTCRETE | LBS | 45,500 | \$ 1.93 | \$ 87,815.00 |
| 85 | 530200 | F | STRUCTURAL SHOTCRETE | CY | 1,988 | \$ 1,562.20 | \$ 3,105,653.60 |
| 86 | 550102 | F | STRUCTURAL STEEL (BRIDGE) | LB | 5,003 | \$ 29.96 | \$ 149,889.88 |
| 87 | 560218 | | FURNISH SIGN STRUCTURE (TRUSS) | n/a | | | \$ _____ |
| 88 | 560219 | | INSTALL SIGN STRUCTURE (TRUSS) | n/a | | | \$ _____ |
| 89 | 575004 | F | TIMBER LAGGING | MFBM | 87 | \$ 7,746.80 | \$ 673,971.60 |
| 90 | 590115 | | CLEAN AND PAINT STRUCTURAL STEEL | LS | 1 | \$ 35,310.00 | \$ 35,310.00 |
| 91 | 590116 | | CLEAN AND PAINT STRUCTURAL STEEL (EXISTING BRIDGE) | LS | 1 | \$ 35,310.00 | \$ 35,310.00 |
| 92 | 590125 | | SPOT BLAST CLEAN | LS | 1 | \$ 67,410.00 | \$ 67,410.00 |
| 93 | 600114 | | BRIDGE REMOVAL (PORTION) | LS | 1 | \$ 532,860.00 | \$ 532,860.00 |
| 94 | 600117 | | REMOVE RETAINING WALL (LF) | LF | 1,179 | \$ 406.60 | \$ 479,381.40 |
| 95 | 600017A | | REMOVE RETAINING WALL (ABUTMENT) (LF) | LF | 95 | \$ 428.00 | \$ 40,660.00 |
| 96 | 600018A | | REMOVE CAP BEAM | LF | 80 | \$ 1,669.20 | \$ 133,536.00 |
| 97 | 600019 | | REMOVE CRIB WALL | LF | 145 | \$ 342.40 | \$ 49,648.00 |
| 98 | 600025 | | REMOVE RETAINING WALL (PORTION) (LF) | LF | 60 | \$ 203.30 | \$ 12,198.00 |
| 99 | 600093 | | REMOVE TREE | EA | | | \$ _____ |
| 100 | 600097 | | REMOVE STRUCTURE (BRIDGE No. 2) | LS | 1 | \$ 1,926,000.00 | \$ 1,926,000.00 |
| 101 | 600098 | | REMOVE STRUCTURE (BRIDGE No. 3) | LS | 1 | \$ 805,710.00 | \$ 805,710.00 |
| 102 | 600099 | | REMOVE STRUCTURE (BRIDGE No. 4) | LS | 1 | \$ 652,700.00 | \$ 652,700.00 |
| 103 | 600100 | | REMOVE STRUCTURE (BRIDGE No. 5) | LS | 1 | \$ 204,370.00 | \$ 204,370.00 |
| 104 | 600101 | | REMOVE STRUCTURE (BRIDGE No. 6) | LS | 1 | \$ 184,040.00 | \$ 184,040.00 |
| 105 | 600102 | | REMOVE STRUCTURE (BRIDGE No. 7A) | LS | 1 | \$ 110,210.00 | \$ 110,210.00 |
| 106 | 600103 | | REMOVE STRUCTURE (BRIDGE No. 7B) | LS | 1 | \$ 211,860.00 | \$ 211,860.00 |
| 107 | 600104 | | REMOVE STRUCTURE (BRIDGE No. 8) | LS | 1 | \$ 354,170.00 | \$ 354,170.00 |
| 108 | 600155 | F | COMPOSITE COLUMN CASINGS | SQFT | 448 | \$ 214.00 | \$ 95,872.00 |
| 109 | 610101 | | 8" PLASTIC PIPE | LF | 101 | \$ 214.00 | \$ 21,614.00 |
| 110 | 627110A | | NOT USED | 00 | | | \$ _____ |
| 111 | 641101 | | 12" PLASTIC PIPE | LF | 326 | \$ 231.12 | \$ 75,345.12 |
| 112 | 641107 | | 18" PLASTIC PIPE | LF | 2,213 | \$ 272.85 | \$ 603,817.05 |
| 113 | 680902 | | NOT USED | n/a | | | |
| 114 | 682049 | F | NOT USED | n/a | | | \$ _____ |

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

| Item No | Item Code | Final Pay | Item Description | Units | Quantity | Estimated Unit Cost | Estimated Total Item |
|----------------|--------------------|-----------|---|-------|----------|---------------------|----------------------|
| 115 | 698601 | | NOT USED | n/a | | | \$ _____ |
| 116 | 700617 | | DRAINAGE INLET MARKER | EA | 20 | \$ 49.22 | \$ 984.40 |
| 117 | 703233 | | GRATED LINE DRAIN | LF | 49 | \$ 792.87 | \$ 38,850.63 |
| 118 | 705307 | | NOT USED | n/a | | | \$ _____ |
| 119 | 705311 | | NOT USED | n/a | | | \$ _____ |
| 120 | 705471A | | NOT USED | n/a | | | \$ _____ |
| 121 | 709522 | | INLET DEPRESSION | EA | 17 | \$ 3,959.00 | \$ 67,303.00 |
| 122 | 710100 | | ABANDON CULVERT (EA) | EA | 11 | \$ 6,955.00 | \$ 76,505.00 |
| 123 | 710110 | | ABANDON INLET | EA | 3 | \$ 1,391.00 | \$ 4,173.00 |
| 124 | 710132 | | REMOVE CULVERT (LF) | LF | 1,275 | \$ 40.66 | \$ 51,841.50 |
| 125 | 710150 | | REMOVE INLET | EA | 13 | \$ 1,391.00 | \$ 18,083.00 |
| 126 | 710154 | | REMOVE MANHOLE | EA | 1 | \$ 12,727.65 | \$ 12,727.65 |
| 127 | 710194A | | CLEANOUT | n/a | | | \$ _____ - |
| 128 | 723080 | | ROCK SLOPE PROTECTION (60 lb, Class II, METHOD B) (CY) | n/a | | | \$ _____ - |
| 129 | 729011 | | ROCK SLOPE PROTECTION FABRIC (CLASS 8) | n/a | | | \$ _____ - |
| 130 | 730010 | | MINOR CONCRETE (6" CITY CURB) (LF) | LF | 854 | \$ 49.22 | \$ 42,033.88 |
| 131 | 731502 | | MINOR CONCRETE (CONCRETE PAD) (MISCELLANEOUS CONSTRUCTION) | CY | 0.6 | \$ 9,426.70 | \$ 5,656.02 |
| 132 | 731710 | | REMOVE CONCRETE CURB (LF) | LF | 1,753 | \$ 13.91 | \$ 24,384.23 |
| 133 | 731780A | | REMOVE CONCRETE (SLOPE PAVING) | SQFT | 41,671 | \$ 5.35 | \$ 222,939.85 |
| 134 | 731840 | | REMOVE CONCRETE (CURB AND GUTTER) (LF) | LF | 465 | \$ 17.23 | \$ 8,011.95 |
| 135 | 731840A | | REMOVE CONCRETE (GUTTER) | LF | 1,033 | \$ 14.12 | \$ 14,585.96 |
| 136 | 731841A | | REMOVE CONCRETE (STAIRCASE) | CY | 5 | \$ 3,638.00 | \$ 18,190.00 |
| 137 | 731842A | | REMOVE CONCRETE (SIDEWALK) | CY | 8 | \$ 722.25 | \$ 5,778.00 |
| 138 | 750001 | F | MISCELLANEOUS IRON AND STEEL | LB | 10,017 | \$ 6.53 | \$ 65,411.01 |
| 139 | 750010A | | CITY MANHOLE | EA | 17 | \$ 12,947.00 | \$ 220,099.00 |
| 140 | 750501 | | MISCELLANEOUS METAL (BRIDGE) | LB | 21,315 | \$ 6.90 | \$ 147,073.50 |
| 141 | 750502 | | MISCELLANEOUS METAL (RETAINING WALL) | LB | 990 | \$ 6.90 | \$ 6,831.00 |
| 142 | 750505 | F | BRIDGE DECK DRAINAGE SYSTEM | LB | 950 | \$ 13.91 | \$ 13,214.50 |
| 143 | 770080 | | JOINT UTILITY TRENCH | LF | 1,335 | \$ 428.00 | \$ 571,380.00 |
| 144 | 770090 | | LIGHTING (CITY STREET) | LS | 1 | \$ 664,470.00 | \$ 664,470.00 |
| 145 | 770091A | | TUNNEL LIGHTING (CITY STREET) | LS | 1 | \$ 636,650.00 | \$ 636,650.00 |
| 146 | 770092A | | ELECTRONIC TOLL SYSTEMS | LS | 1 | \$ 369,150.00 | \$ 369,150.00 |
| 147 | 780230 | | SURVEY MONUMENT (TYPE D) | EA | 6 | \$ 3,745.00 | \$ 22,470.00 |
| 148 | 780280 | | RELOCATE CALTRANS CONTROLLER BOX (LIGHTING) | LS | 1 | \$ 7,511.40 | \$ 7,511.40 |
| 149 | 780285 | | REMOVE CONDUIT AND CABLE | LF | 220 | \$ 110.21 | \$ 24,246.20 |
| 149A | 780286A | | 12" PLASTIC PIPE (AT&T CONDUIT) | LF | 200 | \$ 649.49 | \$ 129,898.00 |
| 150 | 780290 | | UTILITY BOX (AT&T) | EA | 2 | \$ 28,569.00 | \$ 57,138.00 |
| 151 | 800321 | | CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD) | LF | 862 | \$ 64.20 | \$ 55,340.40 |

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

| Item No | Item Code | Final Pay | Item Description | Units | Quantity | Estimated Unit Cost | Estimated Total Item |
|---------|-----------|-----------|---|-------|----------|---------------------|----------------------|
| 152 | 800360A | | CHAIN LINK FENCE (TYPE CL-6 Mod) | LF | 680 | \$ 577.80 | \$ 392,904.00 |
| 153 | 810120 | | REMOVE PAVEMENT MARKER | EA | 158 | \$ 5.62 | \$ 887.96 |
| 154 | 810170 | | DELINEATOR (CLASS 1) | EA | 12 | \$ 49.22 | \$ 590.64 |
| 155 | 810190 | | GUARD RAILING DELINEATOR | EA | 15 | \$ 27.82 | \$ 417.30 |
| 156 | 810230 | | PAVEMENT MARKER (RETROREFLECTIVE) | EA | 245 | \$ 6.53 | \$ 1,599.85 |
| 157 | 820130 | | OBJECT MARKER | EA | 12 | \$ 71.69 | \$ 860.28 |
| 158 | 820250 | | REMOVE ROADSIDE SIGN | EA | 13 | \$ 112.35 | \$ 1,460.55 |
| 159 | 820890 | | INSTALL SIGN PANEL ON EXISTING FRAME | n/a | - | | \$ - |
| 160 | 820300 | | REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD) | EA | 5 | \$ 82.39 | \$ 411.95 |
| 161 | 820360 | | REMOVE SIGN PANEL | EA | 4 | \$ 545.70 | \$ 2,182.80 |
| 162 | 820710 | | FURNISH LAMINATED SIGN PANEL (1" - TYPE A) | SQFT | 344 | \$ 53.50 | \$ 18,404.00 |
| 163 | 820750 | | FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED) | SQFT | 180 | \$ 24.08 | \$ 4,334.40 |
| 164 | 820820 | | METAL (BARRIER MOUNTED SIGN) | LB | 510 | \$ 15.52 | \$ 7,915.20 |
| 165 | 820840 | | ROADSIDE SIGN - ONE POST | EA | 11 | \$ 331.70 | \$ 3,648.70 |
| 166 | 820860 | | INSTALL SIGN (STRAP AND SADDLEBRACKET METHOD) | EA | 28 | \$ 112.35 | \$ 3,145.80 |
| 167 | 820890 | | INSTALL SIGN PANEL ON EXISTING FRAME | SQFT | 344 | \$ 27.82 | \$ 9,570.08 |
| 168 | 832015 | | MIDWEST GUARDRAIL SYSTEM (7' WOOD POST) | LF | 253 | \$ 192.60 | \$ 48,727.80 |
| 169 | 832070 | | VEGETATION CONTROL (MINOR CONCRETE) | SQYD | 114 | \$ 98.98 | \$ 11,283.72 |
| 170 | 833025 | F | TUBULAR BICYCLE RAILING | LF | 1,204 | \$ 165.85 | \$ 199,683.40 |
| 171 | 839521 | F | CABLE RAILING | LF | 124 | \$ 85.60 | \$ 10,614.40 |
| 172 | 839543 | | TRANSITIONAL RAILING (TYPE WB-31) | EA | 2 | \$ 13,375.00 | \$ 26,750.00 |
| 173 | 839584 | | ALTERNATIVE INLINE TERMINAL SYSTEM | EA | 1 | \$ 10,058.00 | \$ 10,058.00 |
| 174 | 839600A | | CRASH CUSHION (SCI-70GM) | EA | 3 | \$ 41,730.00 | \$ 125,190.00 |
| 175 | 839640A | | CONCRETE BARRIER (TYPE 60) | LF | 355 | \$ 365.94 | \$ 129,908.70 |
| 176 | 839642A | | CONCRETE BARRIER (TYPE 60C Mod) | LF | 110 | \$ 543.56 | \$ 59,791.60 |
| 177 | 839643A | | CONCRETE BARRIER (TYPE 60D) | LF | 2,039 | \$ 117.70 | \$ 239,990.30 |
| 178 | 839644A | | CONCRETE BARRIER (TYPE 60F Mod) | LF | | | \$ - |
| 179 | 839645A | | CONCRETE BARRIER (TYPE 60D Mod) | LF | 361 | \$ 197.95 | \$ 71,459.95 |
| 180 | 839716 | F | REMOVE AND RECONSTRUCT BARRIER (TYPE 60) | LF | 26 | \$ 738.30 | \$ 19,195.80 |
| 181 | 839720 | F | CONCRETE BARRIER (TYPE 836B (MOD)) | LF | 147 | \$ 230.05 | \$ 33,817.35 |
| 182 | 839725 | F | CONCRETE BARRIER (TYPE 836A) (MOD) | LF | 60 | \$ 251.45 | \$ 15,087.00 |
| 183 | 839742 | F | CONCRETE BARRIER (TYPE 836A) | LF | 977 | \$ 428.00 | \$ 418,156.00 |
| 184 | 839744 | F | CONCRETE BARRIER TYPE 836 (MOD) | LF | 563 | \$ 258.94 | \$ 145,783.22 |
| 185 | 839752 | | REMOVE GUARDRAIL | LF | 1,010 | \$ 34.24 | \$ 34,582.40 |
| 186 | 839774 | | REMOVE CONCRETE BARRIER | LF | 190 | \$ 94.16 | \$ 17,890.40 |
| 187 | 839775 | | REMOVE CONCRETE BARRIER (TYPE K) | LF | 380 | \$ 49.22 | \$ 18,703.60 |
| 188 | 839780 | F | REMOVE AND RECONSTRUCT BARRIER AND RAILING (TYPE 1.5) | LF | 33 | \$ 1,284.00 | \$ 42,372.00 |
| 189 | 846007 | | 6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) | LF | 18,058 | \$ 1.66 | \$ 29,976.28 |

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

| Item No | Item Code | Final Pay | Item Description | Units | Quantity | Estimated Unit Cost | Estimated Total Item |
|------------------------------|-----------|-----------|---|-------|----------|---------------------|----------------------|
| 190 | 846009 | | 8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) | LF | 320 | \$ 2.19 | \$ 700.80 |
| 191 | 846012 | | THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY) | SQFT | 4,154 | \$ 11.93 | \$ 49,557.22 |
| 192 | 846030 | | REMOVE THERMOPLASTIC TRAFFIC STRIPE | LF | 3,033 | \$ 1.12 | \$ 3,396.96 |
| 193 | 846035 | | REMOVE THERMOPLASTIC PAVEMENT MARKING | SQFT | 151 | \$ 4.60 | \$ 694.60 |
| 194 | 847196 | | CONTRAST STRIPE PAINT (2-COAT) | LF | 2,326 | \$ 1.07 | \$ 2,488.82 |
| 195 | 872001 | | TEMPORARY LIGHTING SYSTEMS | LS | | | \$ ----- |
| 196 | 872140A | | REMOVE ELECTROLIER | EA | 16 | \$ 2,514.50 | \$ 40,232.00 |
| 197 | 872141 | | REMOVING LIGHTING SYSTEMS (CITY) | LS | 1 | \$ 38,520.00 | \$ 38,520.00 |
| 198 | 999999 | | MOBILIZATION | LS | 1 | \$ 9,185,139.20 | \$ 9,185,139.20 |
| 199 | 770001 | | 12" WATERLINE | LF | 537 | \$ 2,247.00 | \$ 1,206,639.00 |
| 200 | 770002 | | GATE VALVE | EA | 1 | \$ 5,457.00 | \$ 5,457.00 |
| 201 | 770003 | | AIR RELEASE VALVE / BLOW OFFS | EA | 4 | \$ 4,761.50 | \$ 19,046.00 |
| 202 | 770004 | | REMOVE WATERLINE | LF | 300 | \$ 85.60 | \$ 25,680.00 |
| 203 | 770005 | | ABANDON WATERLINE | EA | 2 | \$ 6,206.00 | \$ 12,412.00 |
| 204 | 204035 | | PLANT (GROUP A) | LS | 1 | \$ 22,630.50 | \$ 22,630.50 |
| 205 | 475001 | | RETAINING WALL (WATERLINE RETAINING WALL A) | LS | 1 | \$ 237,540.00 | \$ 237,540.00 |
| 206 | 100200 | | RESIDENT ENGINEERS OFFICE | n/a | | | \$ ----- |
| 207 | 050100 | | LAYDOWN YARD AREA | n/a | | | \$ ----- |
| 208 | 130001 | | STORM WATER ANNUAL REPORT | EA | 2 | \$ 802.50 | \$ 1,605.00 |
| 209 | 999999A | | MOBILIZATION (WATERLINE RETAINING WALL A) | LS | 1 | \$ - | \$ - |
| 210 | 832100 | | BOLLARD (K4) | EA | 8 | \$ 3,263.50 | \$ 26,108.00 |
| 211 | 260203 | | CLASS 2 AGGREGATE BASE (CY) | CY | 623 | \$ 117.70 | \$ 73,327.10 |
| 212 | 390100 | | PRIME COAT | TON | 3 | \$ 1,563.53 | \$ 4,690.59 |
| 213 | 610300 | F | CONCRETE BACKFILL (PIPE TRENCH) | CY | 1 | \$ 1,070.00 | \$ 1,070.00 |
| 214 | 68200A | | CITY CULVERT TRENCH | LF | 2,520 | \$ 16.05 | \$ 40,446.00 |
| 215 | 705500A | | INLINE CONTINUOUS DEFLECTIVE SEPARATION UNIT | EA | 1 | \$ 1,774.02 | \$ 1,774.02 |
| 216 | 800322A | | CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD, SURFACE MOUNT) | LF | 165 | \$ 64.20 | \$ 10,593.00 |
| 217 | 120149 | | TEMPORARY PAVEMENT MARKING (PAINT) | SQFT | 37 | \$ 6.72 | \$ 248.64 |
| Total Contract Item Estimate | | | | | | | \$ 83,014,800.49 |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2022/23 |
| Project Name: | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) |
| Grant Recipient: | San Francisco County Transportation Authority |

SFCTA RECOMMENDATION

| | | | |
|--------------------------------|--------------|---------------------------------|--------------|
| Resolution Number: | | Resolution Date: | |
| Total PROP K Requested: | \$14,899,000 | Total PROP K Recommended | \$14,899,000 |

| | | | |
|----------------------------|---|-------------------------|---|
| SGA Project Number: | | Name: | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) |
| Sponsor: | San Francisco County Transportation Authority | Expiration Date: | 12/30/2027 |
| Phase: | Construction | Fundshare: | 13.0% |

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY2024/25 | Total |
|--------------------|------------------|--------------|
| PROP K EP-117U | \$14,899,000 | \$14,899,000 |

Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- Provide 2-3 photos of project with quarterly progress reports and upon project completion.

Special Conditions

- Recommendation is conditioned upon MTC approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges project, anticipated January 25, 2023, and SFCTA Board approval of a fund exchange of \$14,899,000 in OBAG 3 funds from SFCTA's West Side Bridges with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated December 13, 2022).
- Recommendation is conditioned upon concurrent amendment to the Prop K Vehicles - Undesignated 5YPP to add the subject project with \$14.899 million in FY 22/23 funds for the construction phase. These funds will be deobligated from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

| Metric | PROP K | TNC TAX | PROP AA |
|-------------------------------------|---------------|----------------|----------------|
| Actual Leveraging - Current Request | 86.9% | No TNC TAX | No PROP AA |
| Actual Leveraging - This Project | 87.8% | No TNC TAX | No PROP AA |

San Francisco County Transportation Authority Allocation Request Form

| | |
|---------------------------------|---|
| FY of Allocation Action: | FY2022/23 |
| Project Name: | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) |
| Grant Recipient: | San Francisco County Transportation Authority |

EXPENDITURE PLAN SUMMARY

| | |
|--------------------------------|--------------|
| Current PROP K Request: | \$14,899,000 |
|--------------------------------|--------------|

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LV

CONTACT INFORMATION

| | Project Manager | Grants Manager |
|---------------|---------------------------|-------------------------------|
| Name: | Yana Waldman | Mike Pickford |
| Title: | Assistant Deputy Director | Senior Transportation Planner |
| Phone: | (415) 522-4813 | (415) 522-4822 |
| Email: | yana.waldman@sfcta.org | mike.pickford@sfcta.org |

Existing Structures



San Francisco
County Transportation
Authority

YBI Construction Projects

Macalla Road Reconstruction (TICD)
(2019 - 2022)

YBI Multi-use Path (SFCTA)
(2025 - 2027)

Forest Road Detour (TICD)
(2022 - 2023)

YBI WB Ramps
Opened October 2016

YBI Vista Point
Opened May 2017

I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)
(2020 - early 2023)

West Side Bridges Project (SFCTA)
(Spring 2023 - Late 2026)

Hillcrest Road Widening Project (SFCTA)
(2024 - 2027)



2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Undesignated Category (EP 17U)

Programming and Allocations to Date

Pending December 13, 2022 Board

| Agency | Project Name | Phase | Status | Fiscal Year | | | | | Total |
|--|---|-------|--------|--------------|--------------|---------|----------------|----------------|----------------|
| | | | | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | |
| SFMTA | Light Rail Vehicle Procurement | 1 | CON | Allocated | \$10,545,950 | | | | \$10,545,950 |
| SFCTA | West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) | 2 | CON | Pending | | | \$14,899,000 | | \$14,899,000 |
| Total Programmed in 2019 5YPP | | | | \$10,545,950 | \$0 | \$0 | \$14,899,000 | \$0 | \$25,444,950 |
| Total Allocated and Pending | | | | \$10,545,950 | \$0 | \$0 | \$14,899,000 | \$0 | \$25,444,950 |
| Total Unallocated | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Programmed in 2019 Strategic Plan | | | | \$10,545,950 | \$0 | \$0 | \$0 | \$0 | \$10,545,950 |
| Deobligated Funds | | | | | | \$0 | \$0 | \$0 | \$0 |
| Cumulative Remaining Programming Capacity | | | | \$0 | \$0 | \$0 | (\$14,899,000) | (\$14,899,000) | (\$14,899,000) |
| Pending Allocation/Appropriation | | | | | | | | | |
| Board Approved Allocation/Appropriation | | | | | | | | | |

FOOTNOTES:

¹ Strategic Plan and 5YPP amendments to accommodate allocation of \$10,545,950 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).

Light Rail Vehicle Procurement: Advance \$3,965,843 in cash flow from FY2022/23 to FY2020/21;

² 5YPP amendment to accommodate allocation of \$14.899M to West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) (Resolution 23-xx, 12/13/2022)

West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange): Added project with \$14.899M in construction funds in FY 2022/2023. [Funds to be deobligated from the SFMTA's Light Rail Vehicle Procurement project (SGA 117-910055) pending SFCTA approval of OBAG3/Prop K fund exchange and MTC approval of the OBAG 3 Project List.]



RESOLUTION AMENDING SAN FRANCISCO'S ONE BAY AREA GRANT 3 (OBAG 3) PROJECT NOMINATIONS TO SHIFT \$4,899,000 FROM SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S (SFMTA) BAYVIEW COMMUNITY MULTIMODAL CORRIDOR PROJECT TO SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY'S (SFCTA'S) WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT (WEST SIDE BRIDGES); APPROVING A FUND EXCHANGE, WITH CONDITIONS, OF \$14,899,000 IN OBAG 3 FUNDS FROM WEST SIDE BRIDGES WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS ALLOCATED TO SFMTA'S LIGHT RAIL VEHICLE PROCUREMENT PROJECT; AND APPROPRIATING, WITH CONDITIONS, \$14,899,000 IN PROP K FUNDS FOR THE WEST SIDE BRIDGES

WHEREAS, The Transportation Authority is delivering the West Side Bridges Seismic Retrofit Project (West Side Bridges) on behalf of the Treasure Island Development Authority (TIDA); and

WHEREAS, The West Side Bridges has been shovel-ready for over 12-months, except for the need to close the final funding gap for the \$113.7 million construction phase, and with increasing construction costs due to supply shortages and inflation, it is critical that the funding gap is closed to enable the project to begin construction in Spring 2023 and avoid further cost escalation; and

WHEREAS, On September 27, 2022, through approval of Resolution 23-10, the Transportation Authority approved San Francisco's OBAG 3 project nominations totaling \$52,855,600 to be submitted to the Metropolitan Transportation Commission (MTC) for final project selection and programming recommendations; and

WHEREAS, The OBAG 3 project nominations included \$10,000,000 for construction of the West Side Bridges and \$5,000,000 for construction of the SFMTA's Bayview Community Multimodal Corridor Project; and

WHEREAS, When the Board approved the OBAG 3 project nominations, the staff recommendation noted that the Bayview Community Multimodal Corridor Project had a pending \$12.3 million grant application for the California Transportation Commission's (CTC) Active Transportation Program (ATP) and if it received the ATP grant, then the Board could redirect up to \$5,000,000 in OBAG funds to another OBAG project since the Bayview project would be fully funded; and



WHEREAS, On October 20, 2022 the CTC released the 2023 ATP staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project, which fully funds the full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application; and

WHEREAS, After reviewing the OBAG 3 project applications, staff recommended amendment of the Transportation Authority's adopted San Francisco's OBAG 3 project nominations to redirect \$4,899,000 from the SFTMA's Bayview Community Multimodal Corridor, which is now fully funded and no longer needs OBAG funds, to the West Side Bridges which, along with upcoming funding actions by the MTC/Bay Area Toll Authority, Caltrans, and TIDA, would fully fund the West Side Bridges construction phase by January 2023; and

WHEREAS, Staff is recommending a fund exchange for \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of previously allocated Prop K funds from the SFMTA's Light Rail Vehicle (LRV) Procurement Project, with conditions; and

WHEREAS, The fund exchange resolves a timing issue for the West Side Bridges to allow the construction contract to be awarded by March 2023, sooner than the OBAG funds will be available; and avoiding further cost escalation; and

WHEREAS, The proposed fund exchange would hold the SFMTA LRV project Procurement Project harmless and the SFMTA and MTC staff support the proposed fund exchange which has the following conditions: Transportation Authority approval of the aforementioned amendment to San Francisco's OBAG 3 project nominations to shift \$4,899,000 from the Bayview Community Multimodal Corridor project to the West Side Bridges; TIDA Board Approval of a Memorandum of Agreement for \$3.5 million for West Side Bridges, expected on December 14, 2022; and MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges, expected on January 25, 2023; and

WHEREAS, Transportation Authority staff has requested \$14,899,000 in Prop K (exchange) funds for the West Side Bridges, as summarized in Attachments 2 and 3 and detailed in the attached allocation request form (Attachment 6); and

WHEREAS, The project seeks funds from the Prop K Expenditure Plan category Vehicles - Undesignated, which is where the exchanged Prop K funds from the LRV Procurement Project come from; and



WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the Vehicles - Undesignated Expenditure Plan programmatic category; and

WHEREAS, The appropriation request for the West Side Bridges requires amendment to the Vehicles-Undesignated 5YPP as summarized in Attachment 4 and detailed in the attached allocation request form; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed actions; and

WHEREAS, At its November 30, 2022 meeting, the Community Advisory Committee was briefed on the subject requests related to funding the West Side Bridges and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends San Francisco's OBAG 3 project nominations as shown in Attachment 1 to redirect \$4,899,000 in OBAG 3 funds from the SFMTA's Bayview Community Multimodal Corridor Project to the West Side Bridges, increasing West Side Bridges OBAG funds from \$10,000,000 to \$14,899,000; and be it further

RESOLVED, That the Transportation Authority hereby approves a fund exchange of \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions as described above; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles - Undesignated 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$14,899,000 in Prop K funds, with conditions, to the West Side Bridges as summarized in Attachment 4 and detailed in Attachment 6; and be it further

RESOLVED, That the Transportation Authority finds the appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the relevant 5YPP; and be it further



RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Executive Director is hereby authorized to submit San Francisco's amended OBAG 3 project nominations and required supporting materials to the MTC.

Attachments:

1. OBAG 3 Project Nominations - Revised
2. Summary of Prop K Request
3. Prop K Project Description
4. Prop K Staff Recommendations
5. Prop K Allocation Summary - FY 2022/23
6. Prop K Allocation Request Form