

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Authorizing the Director of Transportation, or their designee, to execute a grant agreement, and any amendments to such grant agreement, with the California Department of Transportation (Caltrans) in order to receive \$1,322,832 in discretionary funding for the SFMTA's Embarcadero Mobility Resilience Plan.

SUMMARY:

- Caltrans has selected the SFMTA's Embarcadero Mobility Resilience Plan to receive \$1,322,832 in grant funds from the competitive Sustainable Transportation Planning Grant Program (Program).
- To receive funding under the Program, the SFMTA needs to execute a grant agreement with Caltrans.
- Before executing this grant agreement, Caltrans requires the SFMTA to obtain a resolution from its governing board authorizing the Director of Transportation, or their designee, to enter into the grant agreement.
- This item will produce the required resolution authorizing the SFMTA to enter with Caltrans into the grant agreement, which will expire in 2026.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	<u>November 2, 2023</u>
SECRETARY 	<u>November 1, 2023</u>

ASSIGNED SFMTAB CALENDAR DATE: November 7, 2023

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PURPOSE

Authorizing the Director of Transportation, or their designee, to execute a grant agreement, and any amendments to such grant agreement, with the Caltrans in order to receive \$1,322,832 in discretionary funding for the SFMTA's Embarcadero Mobility Resilience Plan.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

- Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities
- Goal 4: Make streets safer for everyone
- Goal 5: Deliver reliable and equitable transportation services
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling
- Goal 7: Build stronger relationships with stakeholders
- Goal 8: Deliver quality projects on-time and on-budget
- Goal 9: Fix things before they break, and modernize systems and infrastructure
- Goal 10: Position the agency for financial success

This action supports the following Transit First Policy principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

This action by the SFMTA Board of Directors provides necessary documentation for the SFMTA to negotiate and execute a grant agreement with Caltrans. Caltrans requires a signed board resolution as a condition of grant acceptance. The executed grant agreement enables the SFMTA to receive \$1,322,832 in awarded grant funds for the Embarcadero Mobility Resilience Plan (the Plan). The resolution does not approve, fund, or authorize implementation of any specific project that may be included in the Plan.

With this resolution, the SFMTA can enter into a grant agreement with Caltrans. Once the agreement is executed, the Caltrans District Grant Manager will send a Notice to Proceed letter to the Agency, in early 2024. Grant funded work on the Embarcadero Mobility Resilience Plan can then begin. At that point the SFMTA would procure a consultant to support the delivery of scoped tasks for development of the Plan.

The Plan will build upon years of long-range transportation and climate resilience planning efforts by multiple San Francisco agencies to develop the preferred “line of defense” strategy emerging from the San Francisco Waterfront Coastal Flood Study and Waterfront Resilience Program. Working with federal, state, regional and local partners including the Port of San Francisco, the Plan will lay the groundwork for future coordination of work among agencies through a robust implementation framework to protect critical local, regional, and state transportation infrastructure against sea level rise, inland flooding, and seismic risks.

The Plan will identify a prioritized list of transportation projects that improve disaster recovery and align with resilient flood defenses, reduce construction impacts, protect and enhance local and regional multi-modal mobility, advance travel choices that reduce greenhouse gas emissions, and provide enhanced waterfront access to create a vibrant, safe, connected, and resilient transportation system.

Work on the Plan cannot begin until the subject grant agreement is executed. The Caltrans Sustainable Transportation Planning Grant Program would provide important funding, but it requires a local board resolution as a condition of grant acceptance. Any delay in a board resolution authorizing a grant agreement will delay the start of developing the Plan. The grant will expire on April 30, 2026 regardless of start date.

STAKEHOLDER ENGAGEMENT

The Caltrans Sustainable Transportation Planning Grant Program engages stakeholders, as do other competitive grant programs. Caltrans drafted a grant application guide document for the Program and allowed members of the public to comment. Public workshops were held to inform the development of the final draft and receive comments from stakeholders, including organizations representing state, regional and local governments.

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The SFMTA Board resolution will authorize the SFMTA to procure funds from the Program to execute development of the Plan. The Plan will include a robust stakeholder engagement, consistent with the Public Outreach and Engagement Team Strategy (POETS). To best coordinate public involvement throughout the project, the project team will craft a public engagement and outreach plan early on, which will define methods used and identify opportunities for involvement.

ALTERNATIVES CONSIDERED

If the SFMTA Board does not adopt the resolution authorizing the Director of Transportation or designee to execute a grant agreement with Caltrans, the SFMTA would not receive \$1,322,832 to execute the development of the Plan.

Alternatives to procuring Caltrans Sustainable Transportation Planning Grant Program funds are to not execute the development of the Plan due to lack of funds or to wait until a future fund source is announced and apply at that time.

The SFMTA with local partners have already pursued alternative fund sources to advance resilience planning along the Embarcadero, including the One Bay Area Grant in 2022, for which the city was unsuccessful.

Staff recommends entering into a grant agreement with Caltrans for \$1,322,832 in grant program funds because it grows the amount of funding for the entire Agency while executing important work for the future of San Francisco’s transportation system.

FUNDING IMPACT

Table 1. Budget showing funding sources

Funding Source	Caltrans Grant	Local Match: Operating + Prop. L	Local Match: Port In-Kind Labor	Total
Planning	\$1,322,832	\$145,540	\$80,000	\$1,548,372

\$1,322,832 in grant funds from the Caltrans Sustainable Transportation Planning Grant Program will support development of the Plan. The SFMTA intends to contribute \$145,540 of local cash match coming from a mix of in-kind labor from the SFMTA’s Operating Budget and Proposition L funds, combined with \$80,000 of local in-kind match in the form of labor from partner agency the Port of San Francisco. This totals a local match of \$225,540, or 15%, exceeding the required minimum local match of the grant of 11.47%.

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ENVIRONMENTAL REVIEW

On October 11, 2023, the SFMTA, under authority delegated by the Planning Department, determined that the Resolution for Embarcadero Mobility Resilience Plan Funding is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

No other board or commission approvals are required.

RECOMMENDATION

Staff recommends the SFMTA Board adopt a resolution authorizing the Director of Transportation, or their designee, to execute a grant agreement, and any amendments to such grant agreement, with the Caltrans in order to receive \$1,322,832 in discretionary funding for development of the SFMTA’s Embarcadero Mobility Resilience Plan.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The SFMTA is eligible to receive Federal and/or State funding for certain transportation planning programs through the California Department of Transportation (Caltrans); and,

WHEREAS, Caltrans programs grant funds for the Sustainable Transportation Planning Grant Program (Program); and,

WHEREAS, After receiving applications for the Program, Caltrans selected the SFMTA's Embarcadero Mobility Resilience Plan for \$1,322,832 in funding from the Program; and,

WHEREAS, A grant agreement is needed to be executed with Caltrans before such funds can be reimbursed through the Program; and,

WHEREAS, Caltrans requires the SFMTA to obtain a resolution from its governing board identifying the Embarcadero Mobility Resilience Plan as the project to be funded under the grant agreement and stating the job title of the person authorized to enter into the grant agreement with Caltrans; and,

WHEREAS, On October 11, 2023, the SFMTA, under authority delegated by the Planning Department, determined that the Resolution for Embarcadero Mobility Resilience Plan Funding is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation, or his designee, to execute a grant agreement and any amendments with the California Department of Transportation in order to receive \$1,322,832 in discretionary funding for development of the SFMTA's Embarcadero Mobility Resilience Plan.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 7, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency