



Memorandum

AGENDA ITEM 6

DATE: February 27, 2025

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 3/11/25 Board Meeting: Increase the Amount of the Professional Services Contract with WMH Corporation by \$1,500,000, to a Total Amount Not to Exceed \$2,650,000 for the Design Phase for the Yerba Buena Island Multi-Use Path Project for Segments 3 and 4 and Yerba Buena Island Transit Lane

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Increase the amount of the professional services contract with WMH Corporation (WMH) by \$1,500,000, to a total amount not to exceed \$2,650,000 for the design phase for the Yerba Buena Island (YBI) Multi-Use Path Project (Project) for Segments 3 and 4, and a new YBI Transit Lane. • Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions. <p>SUMMARY</p> <p>In November 2024, the Transportation Authority awarded a professional services contract to WMH for design and engineering services for the Project, which will install a Class I multi-use path along Treasure Island Road and install a new roadway between Macalla Road and the West Side Bridges Project. This contract is for design services up to \$1,150,000 for 35% preliminary design and engineering services for Segments 3 and 4 of the Project (see Attachment 1 for Project map). This amount was a result of the split of the award of the Project between TY Lin International for Segments 1 and 2, and WMH for Segments 3 and 4. On December 11, 2024, the Bay Area Toll Authority (BATA) approved \$750,000 for design of the YBI Transit Lane Project, which will run parallel to the YBI Multi-Use Path on Treasure Island Road from the Macalla Road intersection to a transit-only on-ramp to the westbound</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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<p>Bay Bridge. This funding is matched by a Prop AA appropriation for \$750,000 approved by the Board for this purpose in November 2024. We are seeking to increase the amount of the WMH contract by \$1,500,000 to complete design and engineering services from 35% to 100% final design plans for the YBI Multi-Use Path Project for Segments 3 and 4 and the YBI Transit Lane Project.</p>	
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BACKGROUND

The 2.2-mile path along the eastern span of the San Francisco Oakland Bay Bridge (SFOBB) allows bicyclists and pedestrians to access the YBI Bike Landing/Vista Point from the City of Emeryville. In 2022, the Treasure Island Development Authority, in coordination with the San Francisco Bay Area Water Emergency Transportation Authority, began ferry service at the new Ferry Terminal on Treasure Island. The Transportation Authority seeks to develop a safe and accessible bicycle and pedestrian connection between the current YBI Bike Landing/Vista Point and the new ferry terminal via Treasure Island Road and Hillcrest Road. These facilities will be Class 1 multi-use paths, which must be coordinated with proposed improvements on the islands including Bay Bridge West Span Bay Skyway Project, West Side Bridges Project, Hillcrest Road Improvement Project, and Treasure Island Ferry Terminal Project. The YBI Multi-Use Path Project (Project) will ultimately enable bicycle/pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco, and will also allow Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.

Attachment 1 provides a map of the project area. The first segment extends from the Bay Bridge East Span YBI Bike Landing to the intersection of Hillcrest Road and Forest Road. The second segment is within the limits of the Hillcrest Road Improvement Project from the intersection of Hillcrest Road and Forest Road to the West Side Seismic Retrofit Bridges Project. The third segment is within the limits of the West Side Bridges Seismic Retrofit Project which will reconstruct or retrofit bridges structures along Treasure Island Road. The fourth segment is located between the West Side Bridges Seismic Retrofit Project and the Treasure Island Road and Macalla Road intersection.

The Treasure Island Final Environmental Impact Report, certified by the San Francisco Planning Department Commission in 2011, includes Mitigation Measure M-TR-24



which requires the implementation of a southbound transit and emergency vehicle-only lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. This transit lane would allow SF Muni, AC Transit, and emergency vehicles to bypass vehicle queues that may occur on Treasure Island Road and therefore, reduce the impact to transit and emergency vehicle operations to a less-than-significant level. The transit lane is anticipated to receive federal National Environmental Protection Act (NEPA) approval in March.

The YBI Multi-Use Path Project and the YBI Transit Lane Project are part of the Multimodal Bay Skyway Project which involves collaboration among the Transportation Authority, BATA, the California Department of Transportation (Caltrans), and WETA.

We anticipate that the design phase of Segments 1 and 2 will take two years to complete and the design phase of Segments 3 and 4 will take one and half year to complete. The preliminary construction estimate for the project is \$85.6 million, which includes construction capital costs, construction management and inspection services.

DISCUSSION

Contract Update. In November 2024, through Resolution 25-18, the Transportation Authority awarded a two-year professional services contract in the amount of \$1,150,000 to WMH to provide design and engineering services up to 35% preliminary design plans for the Project. The award memo also indicated that Transportation Authority staff was seeking an additional \$1,500,000 to complete design of the transit lane scope in Segments 3 and 4 upon approval of funding anticipated from BATA and a Prop AA appropriation request. The Transportation Authority Board appropriated \$750,000 in Prop AA funds for this purpose in November 2024. On December 11, 2024, BATA approved \$750,000 in Toll Bridge Rehabilitation Program funds for the Transportation Authority for design of the YBI Transit Lane Project which also runs along Treasure Island Road from the Ferry Terminal to the westbound I-80 on-ramp. With the total transit lane funding secured, the project team can include this scope of work in the YBI Multi-Use Path Project to save on future design costs.

The project team started design in January 2025 and anticipates completing design for Segments 1 and 2 by Spring 2027 and Segments 3 and 4 by Spring 2026. Construction schedules are subject to securing funding (see funding section below).



We established a Disadvantaged Business Enterprise (DBE) goal of 22% for this contract. With the proposed amendment, the WMH team will exceed this goal and includes 27% DBE participation from multiple firms, including Earth Mechanics Inc., an Asian-subcontinent-owned firm; MGE Engineering, an Asian-Pacific-owned firm; and Bennet + Y&C, a women-owned firm.

The proposed amended scope of work is provided in Attachment 2.

Funding. The funding plan for the overall YBI Multi-Use Path project is shown in Attachment 3. We have secured all the funding needed for the environmental (\$1.3 million) and design phases (\$8.3 million) of the \$95.1 million Project. The design phase, including the subject WMH contract, will be funded with state Local Partnership Program Formulaic funds, Active Transportation Program funds, and San Francisco's One Bay Area Grant funds, with the aforementioned Prop AA and BATA funds to be amended into the contract.

With respect to the \$85.6 million construction phase, we have secured \$5.9 million through a combination of Prop L and Interregional Transportation Improvement Program funds, and on February 12th we received good news with a conditional award recommendation from the Metropolitan Transportation Commission's (MTC's) Programming and Allocations Committee for \$16.3 million in Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail funds. The MTC recommendation conditions award of the RM3 funds upon the Project securing \$38.4 million in SCCP funds or presenting MTC staff with a deliverable segment that maintains the project benefits. Last year, we partnered with MTC and WETA to submit a \$70 million grant application to SCCP for the Bay Skyway project that encompasses the YBI Multi-Use Path Project and we expect to hear about award results this summer. The MTC Commission approved this recommendation at its February 26th meeting. Meanwhile, we are continuing to seek federal Better Utilizing Investments to Leverage Development (BUILD) and/or other discretionary funds to fully fund the construction phase.

FINANCIAL IMPACT

The proposed amendment will be funded with \$750,000 of BATA's Toll Bridge Rehabilitation Program funds and \$750,000 of Prop AA funds, appropriated through Resolution 25-11. Execution of the contract amendment is contingent upon an executed funding agreement with BATA, anticipated in March 2025. We will include this year's activities in the Fiscal Year 2024/25 mid-year budget amendment and



sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

CAC POSITION

The Community Advisory Committee considered this item at its February 26, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - YBI Project Map
- Attachment 2 - Design and Engineering Services for YBI Multi-Use Path Segments 3 and 4 and Transit Lane Project - Scope of Services
- Attachment 3 - YBI Multi-Use Path Project Funding Plan
- Attachment 4 - Resolution

YBI Construction Projects

YBI Multi-Use Path (SFCTA)
(2026 - 2028)

YBI MUP Segment 4
(2026 - 2028)

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

Macalla Road Reconstruction (TICD)
Opened 2023

Forest Road Detour (TICD)
Opened 2023

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

YBI WB Ramps
Opened October 2016

Pier E2 & Torpedo Building (SFCTA)
(2024 - 2025)

YBI Vista Point
Opened May 2017

YBI MUP Segment 1: Southgate
(2026 - 2028)

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

YBI MUP Segment 3: Westside Bridges
(2026 - 2028)

YBI MUP Segment 2: Hillcrest
(2026 - 2028)



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Attachment 2 Scope of Services

WMH Corporation shall prepare plans, specifications, and estimates for the YBI Multi-use Path Project Segments 3 and 4, and YBI Transit Lane Project (Project).

Specific tasks include: 1) Project Management, 2) Right of Way Engineering and Environmental Revalidation, and 3) Project Engineering and Design. The tasks are detailed below.

Task 1 - Project Management

This task provides for management of civil engineering design efforts, interagency coordination meetings, and regular progress updates. Contractor will perform the following project management tasks and activities:

- Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and Caltrans standards and policies.
- Coordinate all design staff and any subconsultants to ensure the free and timely flow of information for each task activity.
- Ensure that all documents requiring City oversight review are prepared in accordance with City standards, guidelines, and procedures.
- Ensure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- Prepare a detailed Critical Path Method (CPM) schedule to meet milestone deliverables and required Board cycle approvals.
- Reporting: Prepare monthly reports detailing work activity in the period, schedule, cost and performance against key project objectives and metrics.
- Prepare and submit monthly progress reports that identify work performed on each task from the preceding month.
- Prepare a monthly summary of total charges made for each task.

- Provide a monthly invoice by task that will present charges by staff member at agreed to hourly rates, expense charges, and subconsultant charges. Support documentation for direct expenses will be attached.
- Prepare and maintain a project specific Quality Assurance/Quality Control (QA/QC) Plan for design activities, perform in-house quality control reviews for each task, and submit PS&E Design deliverables for review in accordance with the approved schedule.

Task 2 - Right of Way Engineering and Environmental Revalidation

This task consists of all right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit and potential Project environmental revalidation resulting from changes during design phase.

Deliverables:

- *All right-of-way engineering deliverables (Hard Copy, Appraisal Maps, Plat Maps, Legal Descriptions, etc.) prepared in accordance with City and Caltrans standards*
- *Caltrans Encroachment Permit*
- *Right-of-Way Certification*
- *Coordination with US Coast Guard and Treasure Island Development Authority (TIDA)*
- *Environmental Revalidation Document Approval*

Task 3 - Project Engineering and Design

Final design shall consist generally of the preparation of PS&E for Segments 3 and 4 and Transit Lane in accordance with current City and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the Project. In addition, the Contractor shall be responsible for the preparation, submittal, and approval of all accompanying documents (i.e., various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, SFPW permits and requirements, SFMTA permits and requirements, SFPUC permits and requirements, and Caltrans District Office Engineer/Headquarters

Office Engineer permits and requirements). Below are the tasks that are anticipated to be performed:

3.1 PS&E (35% Submittal)

Deliverables:

- *Geometric Approval Drawings including design exceptions if necessary*
- *35% Plans including typical cross sections*
- *Structures Type Selection Report*
- *Topographic Field Surveys*
- *Wayfinding Sign Sheets*
- *Preliminary Drainage Plan Sheets*
- *Utility Coordination*
- *Visual Simulations*
- *Preliminary Foundation Report and Materials Report*
- *Hazardous Materials Reports*
- *QA/QC documentation*

3.2 PS&E (65% Submittal)

Deliverables:

- *65% Plans*
- *65% Structure Plans*
- *Geotechnical Materials Report*
- *Foundation Report*
- *Hydraulics Report*
- *All necessary City permits*
- *Draft Agreements and Permits (Caltrans and utility providers, etc.)*
- *Draft Storm Water Pollution Prevention Plan (SWPPP)*
- *Draft Construction Cost Estimate*
- *Electronic copy of plans, design, reports, draft permits, and draft agreements*
- *Traffic Management Plan*
- *Constructability Review*

3.3 PS&E (95% Submittal)

Deliverables:

- *95% Plans*
- *95% Structure Plans*
- *Draft Final SWPPP*
- *Construction Cost Estimate*
- *Constructability Review*
- *Draft Agreements and Permits (City, Caltrans, and utility providers, etc.)*
- *Electronic copy of plans, design, reports, draft permits, and draft agreements*
- *QA/QC documentation*

3.4 PS&E (100% Final Submittal)

Deliverables:

- *Final Roadway Plans*
- *Final Structure Plans*
- *Final Technical Provisions*
- *Construction Cost Estimate*
- *Constructability Review*
- *Resident Engineer file*
- *Agreements and Permits (City, Caltrans, and utility providers, etc.)*
- *Electronic copy of plans, design, reports, draft permits, and draft agreements*
- *QA/QC documentation*

Task 4 - Bid Support

Task 4 consists of providing bid support to the construction management team throughout the bid process for Segment 4.

Deliverables:

- *Bid Documents for Advertisement*
- *Attend pre-bid meeting*

- *Respond to Bidder Inquiries*
- *Prepare Addenda as necessary*

Project schedule: The Transportation Authority desires to adhere to the milestone schedule shown below for the Contractor. The schedule is intended to include adequate time for review and comments by the appropriate participating agencies.

- Contract Award - November 2024
- 35% PS&E and all Task 3.1 deliverables - June 2025
- 65% PS&E and all Task 3.2 deliverables - September 2025
- 95% PS&E and all Task 3.3 deliverables - December 2025
- 100% Final PS&E and all Task 3.4 deliverables - March 2026

Preparation of the final design engineering, City and County of San Francisco permits and approvals, and Caltrans encroachment permit shall commence immediately following completion of a contract amendment from the Transportation Authority. shall be responsible for all work necessary to obtain all City and County of San Francisco permits and approvals, Caltrans encroachment permit, CCSF right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.

Attachment 3
YBI Multi-Use Path Project Funding Plan

Funding Plan Sources	Secured	Proposed	Total
Priority Conservation Area Grant (PCA)	\$1,000,000	-	\$1,000,000
Local Partnership Program (LPP-F, SFCTA)	\$250,000	-	\$250,000
Environmental	\$1,250,000		\$1,250,000
Local Partnership Program (LPP-F, SFCTA)	\$751,000	-	\$751,000
Active Transportation Program (ATP, Regional)	\$3,800,000	-	\$3,800,000
SF One Bay Area Grant 3 (OBAG)	\$2,250,000	-	\$2,250,000
Prop AA	\$750,000	-	\$750,000
Bay Area Toll Authority Funds	\$750,000	-	\$750,000
Design	\$8,301,000		\$8,301,000
Prop L	\$1,000,000	-	\$1,000,000
Interregional Transportation Improvement Program (ITIP)	\$4,944,000	-	\$4,944,000
Regional Measure 3 (RM3)	-	\$16,250,000*	\$16,250,000
Solutions for Congested Corridors Program (SCCP)	-	\$38,406,000	\$38,406,000
Better Utilizing Investments to Leverage Development (BUILD) or other TBD funds	-	\$25,000,000	\$25,000,000
Construction	\$5,944,000	\$79,656,000	\$85,600,000
Total (All Phases)	\$15,495,000	\$79,656,000	\$95,151,000

**At its February 26, 2025 meeting, the MTC recommended \$16,250,000 in RM3 funds for construction of the YBI Multi-Use Path Project (Project), with award of the RM3 funds conditioned upon the Project securing the full amount of requested SCCP funds or presenting MTC staff with a deliverable segment that maintains the project benefits.*



RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH WMH CORPORATION BY \$1,500,000, TO A TOTAL AMOUNT NOT TO EXCEED \$2,650,000 FOR THE DESIGN PHASE FOR THE YERBA BUENA ISLAND MULTI-USE PATH PROJECT FOR SEGMENTS 3 AND 4 AND YERBA BUENA ISLAND TRANSIT LANE

WHEREAS, The Transportation Authority leads the Yerba Buena Island Multi-use Path Project (Project) and seeks to develop a safe and accessible bicycle and pedestrian connection between the current Yerba Buena Island Bike Landing/Vista Point and the new ferry terminal via Treasure Island Road and Hillcrest Road as part of the Project; and

WHEREAS, The Project will ultimately enable bicycle/pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco, and will also allow Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the San Francisco Oakland Bay Bridge East and West spans; and

WHEREAS, The Project consists of Segment 1 from the Bay Bridge East Span YBI Bike landing to the intersection of Hillcrest Road and Forest Road; Segment 2 is within the limits of the Hillcrest Road Improvement Project, Segment 3 is within the limits of the West Side Bridges Seismic Retrofit Project, and Segment 4 from the West Side Bridges Seismic Retrofit Project to the intersection of Treasure Island Road and Macalla Road; and

WHEREAS, The Project requires close coordination and consultation with all stakeholders including Treasure Island Development Authority, San Francisco Public Works, San Francisco Municipal Transportation Agency, San Francisco Public Utilities Commission, Bay Area Toll Authority (BATA), California Department of Transportation (Caltrans), and United States Coast Guard; and

WHEREAS, in November 2024, through Resolution 25-18, the Transportation



Authority awarded a two-year professional services contract to WMH Corporation in an amount not to exceed \$1,150,000 for 35% design and engineering services for the Yerba Buena Island Multi-use Path Project for Segments 3 and 4, which will install a Class I multi-use path along Treasure Island Road and install a new roadway between Macalla Road and the West Side Bridges Project; and

WHEREAS, The Transportation Authority is seeking to increase the amount of the professional services contract with WMH Corporation by \$1,500,000, for a total amount not to exceed \$2,650,000, to increase design and engineering services from 35% to 100% final design plans for the YBI Multi-Use Path Project for Segments 3 and 4 and provide design and engineering services for the YBI Transit-Only Lane Project; and

WHEREAS, On December 11, 2024, the BATA approved \$750,000 for the design of the YBI Transit Lane Project, which will run parallel to the YBI Multi-Use Path on Treasure Island Road from the Macalla Road intersection to a transit-only on-ramp to the westbound Bay Bridge; and

WHEREAS, The proposed amendment will be funded with \$750,000 of BATA's Toll Bridge Rehabilitation Program Funds and \$750,000 of Prop AA funds, appropriated through Resolution 25-11; and

WHEREAS, Execution of the contract amendment is contingent upon an executed funding agreement with BATA, anticipated in March 2025; and

WHEREAS, The adopted Fiscal Year 2024/25 budget and work program will be amended to include this year's activities and sufficient funds reflected in future year budgets to cover the remaining cost of the contract; and

WHEREAS, At its February 26, 2025, meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the award with WMH Corporation to increase the amount of the professional services contract by



\$1,500,000, to a total amount not to exceed \$2,650,000, for the design phase for the Yerba Buena Island Multi-Use Path Project for segments 3 and 4 and Yerba Buena Island transit lane; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.