




Memorandum

Date: 1.20.15 **RE:** Citizens Advisory Committee
January 28, 2015

To: Citizens Advisory Committee

From: Lee Saage – Deputy Director for Capital Projects 

Subject: **INFORMATION** – Major Capital Projects Update – I-80/Yerba Buena Island Interchange Improvement Project

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The project is funded with a combination of Federal Highway Bridge Program, State Proposition 1B Seismic Retrofit (Prop 1B) and TIDA funds. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The YBI Ramps Project—which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB)—is currently in construction and scheduled for completion in August 2016; and 2) the YBI West-Side Bridges Project, which includes the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, a critical component of island traffic circulation leading to and from the SFOBB. This component of the project is in the engineering phase and is scheduled to go to construction in the early 2017 time frame after the completion of the YBI Ramps project and the Caltrans SFOBB eastbound on-off ramp improvements project. **This is an information item.**

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The YBI Ramps Improvement Project (Project), which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI West Side Bridges Project on the west side of the island, a critical component of island traffic circulation leading to and from the SFOBB.

A Memorandum of Agreement (MOA) between the Transportation Authority and TIDA establishes management responsibilities for the project of required consultant contract work administered by the Transportation Authority. TIDA has the responsibility to reimburse the Transportation Authority for all costs for the I-80/YBI Interchange Improvement Project that are not reimbursed by federal and state funds and also provides the required local match.

DISCUSSION

YBI Ramps Project: Consistent with the MOA between the Transportation Authority and TIDA for the I-80/YBI Improvement Project, the Transportation Authority has undertaken the procurement and management of professional consultant services to provide the necessary engineering, environmental and construction management services for the YBI Ramps project.

The YBI Ramps Improvement Project Final Environmental Impact Report/Environmental Impact Statement, with Caltrans as the National Environmental Policy Act (NEPA) lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act (CEQA) lead agency, was approved in December 2011.

The Transportation Authority completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013, started advertisement of the construction contract with a Disadvantaged Business Enterprise (DBE) goal of 12.5% in September 2013 and opened three bids in November 2013. The construction contract was awarded to Golden State Bridge Inc. in December 2013 in the amount of \$49,305,345.50 construction contract with a 13.83% DBE commitment. A total construction allotment of \$63,874,686 was approved to cover the contract award amount, supplemental work funds, State furnished materials, and 20% contingency. Construction activities started in January 2014 and are approximately 50% complete. Currently the contractor is tracking at 13.49% DBE participation and on target to meet the 13.83% commitment. Approximately 80% of all bridge foundation and column support work is complete. Construction completion is on schedule for August 2016.

The project is funded with a combination of Federal Highway Bridge Program (HBP), State Proposition 1B Seismic Retrofit (Prop 1B) and TIDA funds. Table 1 summarizes the total estimated cost and funding for all phases (engineering, environmental, right of way, construction) of the YBI Ramps Project.

Table 1

Federal HBP	\$78,555,000
State Prop 1B	\$9,423,000
TIDA	\$10,064,000
Total	\$98,042,000

YBI West Side Bridges Project: Consistent with the MOA between the Transportation Authority and TIDA for the I-80/YBI Improvement Project, the Transportation Authority has undertaken the procurement and management of professional consultant services to provide the necessary engineering and environmental services to produce all necessary technical documents for the project. There are a total of eight (8) bridge structures being studied. These bridge structures are a vital component of the YBI traffic circulation system and also serve as an important part of the on and off-ramp system to I-80 and the SFOBB. Seismic Strategy Reports for all eight-bridge structures were approved by the Caltrans Structures Department in December 2011. The approved reports indicated that five of the bridge structures should be retrofitted in place while three of the bridge structures were recommended for replacement. Separate environmental documents Categorical Exclusions per NEPA and Categorical Exemptions per CEQA for each of the eight bridges were approved in December 2012.

As part of continued preliminary engineering and design efforts and as required by federal funding a Value Engineering Analysis (VA) Report was prepared in February 2014 in consultation with TIDA, the San Francisco Public Works (SFPW), and independent construction experts. The VA team made various recommendations for the Transportation Authority's and TIDA's consideration to reduce overall project

risk and cost. The recommended VA Report Alternative estimated at \$66 million will save approximately \$9 million compared to the environmentally approved alternative estimated at \$75 million and will also improve seismic performance, simplify construction efforts, minimize maintenance cost and is preferred by TIDA and SFPW. Caltrans approved the VA Report in November 2014. The introduction of the VA Alternative will require additional engineering and environmental analysis to be performed. All work necessary to prepare the required technical analysis will be performed in accordance with current Caltrans and Federal Highway Administration policies and procedures.

Project Schedule: The Transportation Authority desires to adhere to the milestone schedule shown below.

- VA Alternative Environmental Approval March 2016
- PS&E Completion December 2016
- Construction Start March 2017
- Construction Completion Summer 2019

Construction start is scheduled to start after completion of the YBI Ramps project and the Caltrans SFOBB eastbound on-off ramps improvement project in order to avoid traffic circulation delays to, from and on the island.

Table 2 summarizes the total estimated cost and funding for all phases (engineering, environmental, right of way, construction) of the YBI West Side Bridges Project.

Federal HBP	\$58,718,000
State Prop 1B	\$6,216,000
TIDA	<u>\$1,392,000</u>
Total	\$66,326,000

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.