

Bay Area Toll Authority Oversight Committee

April 13, 2022

Agenda Item 2c - 22-0546

Funding Agreement – Yerba Buena Island Westside Bridges Seismic Retrofit Project: San Francisco County Transportation Authority (\$2,700,000)

Subject:

This item would authorize a funding agreement with the San Francisco County Transportation Authority (SFCTA) in an amount not-to-exceed \$2,700,000 for the Yerba Buena Island Westside Bridges Seismic Retrofit Project (the Project).

Background:

SFCTA is seismically retrofitting and/or replacing the ramps and bridges that connect the westside of Yerba Buena Island (YBI) to the San Francisco-Oakland Bay Bridge (Bay Bridge). The Project retrofits and/or replaces eight existing bridge structures along Treasure Island Road on the west side of Yerba Buena Island. The Bay Area Toll Authority (BATA) is participating in the project to make accommodations for a future Class I multi-use facility on the Westside Bridges roadway that will link the new Treasure Island Ferry Terminal to the existing Bay Bridge East Span Multi-use Pathway and the future Bay Skyway West Span Multi-use Pathway. Further, the route is part of the San Francisco Bay Trail – the planned 500-mile walking and cycling path around the entire San Francisco Bay.

Both the Bay Bridge and the YBI Westside Bridges were built starting in 1937. The YBI Westside Bridges were originally constructed in part to support transportation by visitors to the Golden Gate International Exposition 1939-1940, during Treasure Island's first phase of development, and subsequently to the United States Navy Treasure Island Naval Base. The ramps were owned by the Navy and eventually transferred to the City of San Francisco. While the Bay Bridge was seismically retrofitted in 2013, the Westside Bridges still need to be upgraded and retrofitted to prevent collapse from anticipated seismic events.

SFCTA is delivering the project under a Construction Manager/General Contractor (CM/GC) delivery method contract by which the contractor is selected prior to completion of design to optimize and mitigate risks. Project construction costs have increased due to inflation. The current construction cost estimate for the project is \$117 million.

The project is now planned to be constructed in two phases to expedite implementation and minimize further project escalation costs. SFCTA has secured \$91.1 million for Phase 1, including Federal Highway Bridge Seismic Retrofit Program, State Proposition IB, Federal RAISE Grant funding, and \$2.7 million in Toll Bridge Rehabilitation Program funding budgeted by BATA. Phase 1 would be constructed from the summer of 2022 through the fall of 2025.

SFCTA is seeking \$25.9 million in additional funding for Phase 2 to address the increase in cost due to inflation. To close the gap, SFCTA is seeking \$19.4 million in Federal Highway Bridge Program funding from Caltrans and an additional \$5.3 million match with regional or bridge toll funds. Staff are reviewing potential funding. Any additional contribution of Toll Bridge Rehabilitation Program funding would be subject to future action by BATA to approve budget and contract authority.

To expedite implementation and minimize further project escalation costs, BATA staff recommends the Committee authorize a funding agreement with SFCTA to construct Phase 1 of the Project in an amount not to exceed \$2.7 million in budgeted BATA Toll Bridge Rehabilitation Program funding. Staff will continue to work with SFCTA to close the funding gap for Phase 2.

In addition, staff continues to seek funding for the complete Bay Skyway multi-use pathway connecting West Oakland to Downtown San Francisco through a combination of funding sources. In developing the Fiscal Years 2022-23 BATA Budget, staff will consider potential to leverage bridge tolls to secure state funding for an initial phase constructing paths linking the new Treasure Island Ferry Terminal to the existing Bay Bridge East Span and linking the West Oakland community to the existing East Span. Staff will also consider funding to complete environmental clearance for the multi-use path on the West Span of the Bay Bridge.

Recommendation:

Staff recommends the Committee authorize the Executive Director or designee to negotiate and enter into a funding agreement with the San Francisco County Transportation Authority in an amount not to exceed \$2.7 million for the construction of the Yerba Buena Island Westside Bridges Seismic Retrofit Project.

Attachments:

Request for Committee Approval Sheet – Summary of Proposed Funding Agreement



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Funding Agreement

Work Item No.: 1251

Agency: San Francisco County Transportation Authority (SFCTA)

Work Project Title: Yerba Buena Island Westside Bridges Seismic Retrofit Project (Project)

Purpose of Project: Seismically retrofit and/or replace the bridge structures along Treasure Island Road on the west side of Yerba Buena Island and accommodate for a future Class I Multi-use facility that will link the existing Bay Bridge to the Treasure Island Ferry Terminal.

Brief Scope of Work: SFCTA shall administer and deliver the Project

Funding Amount Not-to-exceed: \$2,700,000

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: Funds in the amount of \$2,700,000 are included in the Toll Bridge Rehabilitation Program Budget for FY 2021-22.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a funding agreement with SFCTA for construction of the Project, as described above and in the BATA Oversight Committee Summary Sheet dated April 13, 2022; and the Chief Financial Officer is directed to set aside funds in the amount of \$2,700,000 for such funding agreement.

BATA Oversight Committee:

Amy R. Worth, Chair

Approved: Date: April 13, 2022