



Memorandum

AGENDA ITEM 6

DATE: October 24, 2024

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects

SUBJECT: 11/19/24 Board Meeting: Approve a Two-Year Professional Services Contract to TY Lin International in an Amount Not to Exceed \$4,350,000 for Design and Engineering Services and California Department of Transportation Right-of-Way Approval of the Yerba Buena Island Multi-use Path Project for Segments 1 and 2; and Approve 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

RECOMMENDATION ☐ Information ☒ Action

- Approve a two-year professional services contract with TY Lin International (TY Lin) in an amount not to exceed \$4,350,000 for design and engineering services and California Department of Transportation (Caltrans) right-of-way approval of the Yerba Buena Island Multi-use Path Project (Project) for Segments 1 and 2
- Approve a two-year professional services contract with WMH Corporation (WMH) in an amount not to exceed \$1,150,000 for 35% design and engineering services of the Project for Segments 3 and 4
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

We are recommending final approval of this item on its first read because of the time sensitivity of this request. The Project will install a Class I Multi-use Path from the existing Bay Bridge East Span Yerba Buena Island (YBI) bike landing to Treasure Island Ferry Terminal via Hillcrest Road and Treasure Island Road. The Project is on an accelerated design schedule. The project team anticipates starting design in January 2025 in order to start construction in the first half of 2026 while Treasure Island Road and Hillcrest Road are closed due to

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



ongoing construction of the West Side Bridges Seismic Retrofit Project and the Hillcrest Road Improvement Project. The Treasure Island Development Authority (TIDA) has requested that the Transportation Authority lead and manage project development efforts for the Project given our prior management experience on YBI.

We issued a Request for Proposal (RFP) on June 18, 2024, seeking consultant support to provide design and engineering services for the Project. We received two proposals by the due date of July 19, 2024. Following evaluation of proposals and interviews, the selection panel, comprised of staff from TIDA, Bay Area Toll Authority (BATA) and Transportation Authority, recommends award of the Segments 1 and 2 contract to TY Lin and award of the Segments 3 and 4 contract to WMH.

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, TIDA, in coordination with the 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. This 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 Bridges Seismic Retrofit Project. The third segment is within the limits of the West Side Bridges Seismic Retrofit Project which will reconstruct or retrofit bridge 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 Project will require close coordination and consultation with all stakeholders including TIDA, San Francisco Public Works, San Francisco Municipal Transportation Agency, San Francisco Public Utilities Commission, BATA, Caltrans and the United States Coast Guard.

DISCUSSION

The Project will install a Class I multi-use path from the YBI bike landing to the Treasure Island Ferry Terminal. The planned width of the multi-use path will vary from 12-feet to 16-feet. The first segment may involve the design of a single spiral loop that will help users traverse up the slope on Southgate Road. The segment may also include bike landings and possibly be located above or below grade. The Project may substitute the spiral loop with a Class I multiuse path viaduct or switchback structure. The second segment will upgrade the Hillcrest Road Improvement Project Class II bike path into a Class I multi-use path and make provisions for a future connection point to the Bay Bridge West Span Skyway Project. The third segment will upgrade the West Side Bridges Project Class II bike path into a Class I multi-use path. The fourth segment will install a Class I multi-use path and make provisions for a future transit-only lane from the Treasure Island Road and Macalla Road intersection to the I-80 SFOBB West Span westbound on-ramp. All segments may involve active transportation design, roadway design, structural engineering, geotechnical engineering, or traffic design.

The design phase is anticipated to take two years to complete. The preliminary construction estimate for the project is \$85.6 million which includes construction capital costs, construction management and inspection services. Subject to securing funding for the construction phase, construction could begin in Summer 2026.

Procurement Process. We issued an RFP for design and engineering services for the YBI Multi-use Path Project on June 18, 2024. We hosted a virtual pre-proposal conference on June 26, 2024, which provided opportunities for small businesses and larger firms to meet and form partnerships. Forty firms registered for the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: El Reportero, Nichi Bei, San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, Small Business Exchange, and Sing Tao. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.



By the due date of July 19, 2024, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority, TIDA, and BATA staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with both teams during the week of August 5, 2024. Based on the competitive process defined in the RFP, the panel recommends that the Board award the Segments 1 and 2 contract to TY Lin Corporation, as the team distinguished itself based on having a better understanding of project objectives and challenges, specifically around the Bay Bridge East Span bike/ped connections from Oakland to YBI, active transportation expertise, and the planned spiral loop structure. The panel recommends that the Board award the Segments 3 and 4 contract to WMH Corporation, as the team demonstrated clear understanding of project structural and geotechnical challenges along the West Side Bridges Project and project objective of extending the roadway and retaining wall to the Treasure Island Road and Macalla Road intersection. All segments may involve coordination among both teams.

We established a Disadvantaged Business Enterprise (DBE) goal of 22% for this contract. The combined DBE participation for both firms is 22%. The TY Lin team includes DBE participation from multiple firms, including Circlepoint, a Hispanic and women-owned firm; Diablo Engineering Group, a women-owned firm; Parikh Consultants, an Asian-Pacific-owned firm; and Procura 360, a Hispanic-owned firm. The WMH team includes 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 Project will seek additional funding of \$1,500,000 to complete the transit lane scope in Segments 3 and 4. This funding will come from a concurrent Prop AA appropriation request in the amount of \$750,000 (under a separate agenda item at this same meeting) and from BATA in the amount of \$750,000. After the aforementioned funds are secured, we will return to the Board (anticipated in early 2025) to amend the WMH design phase contract from 35% design plans for \$1,150,000 to final design plans for a total of \$2,650,000.

Funding. The environmental phase is complete and was funded with Priority Conservation Area and the Transportation Authority's LPP Formulaic funds. The design phase contract will be funded with LPP Formulaic funds, Active Transportation Program (ATP) funds, and San Francisco's One Bay Area Grant (OBAG) 3 funds, with the aforementioned Prop AA and BATA funds to be amended into the contract. The construction phase has secured Prop L and Interregional Transportation



Improvement Program (ITIP) funds. Grant applications for the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail and Solutions for Congested Corridors programs have been submitted. The remaining construction funds are targeted to come from a to-be-determined competitive grant source such as the federal RAISE program.

Table 1. YBI Multi-Use Path Project Funding Plan

Funding Plan Sources	Secured	Proposed	Total
Priority Conservation Area	\$1,000,000	-	\$1,000,000
LPP-F (SFCTA)	\$250,000	-	\$250,000
Environmental	\$1,250,000	-	\$1,250,000
LPP-F (SFCTA)	\$751,000	-	\$751,000
ATP	\$3,800,000	-	\$3,800,000
SF OBAG 3	\$2,250,000	-	\$2,250,000
Prop AA	-	\$750,000	\$750,000
BATA Funds	-	\$750,000	\$750,000
Design	\$6,801,000	\$1,500,000	\$8,301,000
Prop L	\$1,000,000	-	\$1,000,000
ITIP	\$4,944,000	-	\$4,944,000
RM3	-	\$16,250,000	\$16,250,000
SCCP	-	\$38,406,000	\$38,406,000
TBD (e.g., RAISE)	-	\$25,000,000	\$25,000,000
Construction	\$5,944,000	\$79,656,000	\$85,600,000
Total (All Phases)	\$13,995,000	\$81,156,000	\$95,151,000

FINANCIAL IMPACT

The contracts will be funded with state Active Transportation Program grant funds and federal Congestion Mitigation and Air Quality grants funds. Both grant funds are administered by Caltrans and were awarded to the Transportation Authority in April 2024. The adopted Fiscal Year 2024/25 budget and work program includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contracts.

CAC POSITION

The CAC considered this item at its October 23, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Map
- Attachment 2 - Scope of Services
- Attachment 3 - Resolution

YBI Construction Projects

ATTACHMENT 1

**Macalla Road
Reconstruction
(TICD)**
(2019 - 2023)

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

**Forest Road
Detour (TICD)**
(2022 - 2023)

YBI WB Ramps
Opened October 2016

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

YBI Vista Point
Opened May 2017

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

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

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



**San Francisco
County Transportation
Authority**

Attachment 2

Scope of Services

The project development process for the YBI Multi-Use Path Project (Project) will consist of preliminary engineering; City and County of San Francisco permitting, and Caltrans encroachment permit; necessary right of way mapping, acquisition of easements and right of way agreements and/or certifications; final project design, preparation of Plans, Specifications/Special Provisions and Estimate (PS&E); and environmental and/or resource agency permits/ agreements/ certifications.

TASK 1 - DESIGN PROJECT MANAGEMENT

1.1 General Project Management - The Contractors will perform the following project management tasks and activities:

- a) Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, TIDA, SFPW, MTA, PUC, SF Planning, and Caltrans standards and policies.
- b) Coordinate all design staff and any subcontractors to assure the free and timely flow of information for each task activity.
- c) Ensure compliance with codes and standards, as acceptable to TIDA, SFPW, SFMTA, SFPUC, SF Planning and Caltrans, and as approved by the Transportation Authority. An example would be the use of City and County San Francisco standards for arterials, local roads, utilities, retaining walls, and signage on City and County San Francisco right-of-way and Caltrans' standards in Caltrans' right-of-way.
- d) Ensure that all documents requiring City and County of San Francisco (TIDA, SFPW, SFMTA, SFPUC, and SF Planning) oversight review are prepared in accordance with City and County of San Francisco standards, guidelines, and procedures.
- e) Ensure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- f) Prepare a detailed Critical Path Method (CPM) schedule within two weeks after the Notice to Proceed and submit an updated electronic file schedule on a monthly basis to Transportation Authority staff.

- g) Prepare agendas and minutes for project team meetings.
- h) Prepare and submit correspondences and memorandums.

1.2 Project Administration - The Contractors will perform the following project administrative duties:

- a) Prepare and submit monthly progress reports in the format directed by the Transportation Authority that will identify work performed on each task the preceding month. Percent complete compared to percentages billed for each task will be shown. Narratives will also compare progress in meeting the CPM schedule and will contain proposals for addressing any schedule issues.
- b) Prepare a monthly summary of total charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
- c) Provide monthly reporting indicating the amount of Disadvantaged Business Enterprise (DBE) firm participation based upon current billing and total billed to date.
- d) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subcontractor charges. Detailed support documentation for all contractor direct expenses and subcontractor charges will be attached.

1.3 Quality Assurance/Quality Control (QA/QC) - The Contractors will establish and implement a QA/QC procedure for activities undertaken by staff and by subcontractors. The QA/QC procedure set forth for the Project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery." The QA/QC process for this project will consist of the following minimum reviews:

- a) Discipline Review - Each responsible discipline leader will perform technical checking.
- b) Peer Review/Coordination Checking - Coordination and independent checking activities will be performed by a separate group of engineers who have the capability to identify and evaluate coordination problems and to initiate, recommend, or provide solutions.

- c) Constructability Review – A constructability review will be performed at major milestones.

1.4 Agency Coordination – The Transportation Authority will manage the work of the Contractors. Contractors will coordinate with agencies as required for project development. Coordination effort will include the following organizations:

- a) TIDA
- b) SFPW
- c) PUC
- d) MTA
- e) SF Planning
- f) Caltrans
- g) Affected utility companies
- h) Regulatory agencies
- i) USCG
- j) BATA/MTC
- k) TICD (TI/YBI master developer)
- l) SFAC
- m) Other stakeholders as necessary

1.5 Progress Meetings and Reporting – The Contractors will attend, and conduct as necessary, the following meetings:

- a) Project Kick-Off meeting with Transportation Authority, TIDA, SFPW, SFMTA, SFPUC, BATA/MTC, Caltrans, and USCG to identify the issues to be resolved, and to review the project scope of work.
- b) Technical workshop meetings with Transportation Authority, TIDA, SFPW, SFMTA, SFPUC, BATA/MTC, USCG, Caltrans and other agencies to resolve identified issues.
- c) Design coordination meetings with in-house design team, subcontractor, West Side Bridges project team, Hillcrest Road Improvement project team, BATA/MTC, and USCG.

- d) Regular monthly Project Development Team (PDT) Meetings. The Contractors will conduct each of these meetings. The Transportation Authority and TIDA will determine the location for the meetings. Required activities include the following:
 - i. Preparation and distribution of the agenda for the PDT meetings.
 - ii. Preparation and submittal of Status of Submittals Register.
 - iii. Preparation and distribution of meeting minutes, with action items clearly indicated, within five (5) days after each PDT Meeting.
- e) Public meeting(s) and hearing(s) to present preliminary alternatives and obtain public input in coordination with the Transportation Authority, TIDA, SFPW, SFMTA, SFPUC, SF Planning, and BATA/MTC.
- f) Public hearing(s) as part of potential environmental process consistent with City and County of San Francisco environmental process, Caltrans Local Assistance Procedures Manual and federal NEPA guidelines.

TASK 2 - RIGHT-OF-WAY ENGINEERING, ENVIRONMENTAL DOCUMENT

Task 2 consists of all potential right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit and USCG easements if necessary. Caltrans encroachment permit may be necessary for Project segments 1, 2, and 3. Task 2 environmental scope includes 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 County of San Francisco, USCG, and Caltrans standards
- Caltrans Encroachment Permit
- Right-of-Way approvals including acquisition of temporary or permanent easements, and agreements with the following, but not limited to: Caltrans, USCG, TIDA, and SFPW.
- Environmental Revalidation and any necessary documents

TASK 3 - PROJECT ENGINEERING AND DESIGN

The project development process for the Project will consist of preliminary engineering as needed, the final design, and preparation of PS&E. The Transportation Authority maintains the right to amend the contract of the Contractors to continue with each task or subtasks.

Final design shall consist generally of the preparation of plans, specifications, and estimates in accordance with current City and County of San Francisco and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the project. In addition, the Contractors 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, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

3.1 PS&E (35% Submittal)

Deliverables:

- 35% Plans including typical cross sections
- Structures Type Selection Report
- Geometric Approval Drawings including design exceptions if necessary
- Electrical conduits, and other substructures
- Survey
- QA/QC documentation

3.2 PS&E (65% Submittal)

Deliverables:

- 65% Plans (including roadway, retaining wall, and joint trench)
- Geotechnical Materials Report
- Electrical conduits, and other substructures
- Foundation Report
- Hydraulics Report
- All necessary City and County of San Francisco 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
- Public Information Meeting Documents
- QA/QC documentation

3.3 PS&E (95% Submittal)

Deliverables:

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

3.4 PS&E (100% Submittal)

Deliverables:

- 100% Plans including all final Construction Details and Erosion Control Plans
- Final SWPPP
- Fully Edited Draft Final Special Provisions in Caltrans format if necessary.
- Draft Final Construction Cost Estimate
- Bid-ability Review
- Final Agreements and Permits
- Electronic copy of plans, design, reports, draft permits, and draft agreements
- QA/QC documentation

3.5 Final PS&E

Deliverables:

- Final Contract Plans
- Final Reports, modified as necessary
- Final Agreements and Permits
- Final Special Provisions if necessary
- Final Construction Cost Estimate
- Resident Engineer's Files and Survey Files
- Permits (including all SFPW, SFMTA, SFPUC, and Caltrans permits), Agreements, Mitigation Reports
- Project Files
- Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions
- QA/QC documentation

TASK 4 - BID SUPPORT

The task consists of providing bid support to the construction management team throughout the bid process. Below are the tasks that are to be performed by the Design Contractors, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

Deliverables:

- Bid Documents for Project Advertisement - this includes preparation of final bid plans and specs, including all supplemental information that becomes part of the bid package, such as permits
- Attend Pre-Bid Meeting - this includes responding to inquiries at the meeting, following up with responses, and related coordination to resolve any issues
- Respond to Bidder Inquiries - this includes responding to inquiries both before, during and after the Pre-Bid Meeting, performed to meet deadlines established by the Transportation Authority for response to Bidder Inquiries.
- Addenda - Based on both Bidder inquiries and the Transportation Authority's direction, create necessary Addendum packages, which include plans and specifications as well as other written memoranda, to incorporate necessary

changes into the contract after advertising. This work must be performed to meet deadlines established by the Transportation Authority.

TASK 5 - DESIGN SERVICES DURING CONSTRUCTION (OPTIONAL)

The optional task consists of providing design services to the construction management team during Project construction. This task also includes attending coordination meetings with the construction management team and addressing key design issues, construction risks as it relates to design intents, and items for the construction management team to be aware of. Below are the tasks that are funded to be performed, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

Deliverables:

- Attend construction meetings
- Participate in final walkthrough and development of punch lists
- Respond to Requests for Information (RFI), which includes clarifying or providing revisions or additional detail where necessary on the plans and specifications. Response to RFIs shall be timely in order to avoid construction delays and claims
- Revisions to the contract plans as a result of responses to RFIs or as a result of executed change orders
- Review and respond to all submittals within the period allocated in the contract documents
- Review any proposed substitutions, if any, for conformance to plans and specifications
- Review and make recommendations on any proposed changes to the Project during construction
- Prepare As-builts. Final As-builts will be submitted electronically, in PDF and CAD format. As-Builts will be provided within 180 days of completion of the project.

If the Transportation Authority determines in its sole and absolute discretion that the Contractors have satisfactorily performed the required scope of services described and funding is available, the Transportation Authority may authorize the Contractors to perform optional Task 4 for Bid Support and Task 5 for Design Services During Construction.

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

- Notice to Proceed (NTP): November 2024
- 35% PS&E January 2025 and all Task 3.1 deliverables
- 65% PS&E April 2025 and all Task 3.2 deliverables
- 95% PS&E October 2025 and all Task 3.3 deliverables
- City and County of San Francisco Permits and Agreements, Caltrans Encroachment Permit and ROW Easement December 2025
- 100% PS&E January 2026 and all Task 3.4 deliverables
- Final PS&E February 2026 and all Task 3.5 deliverables

* Project schedule is subject to change

Preparation of the preliminary engineering, potential environmental document, City and County SF permits and approvals, and Caltrans encroachment permit shall commence immediately following receipt of a NTP from the Transportation Authority. The Contractors shall be responsible for all work necessary to obtain all City and County of San Francisco (SFPW, SFMTA, SFPUC, SF Planning, SFAC, TIDA) permits and approvals, Caltrans encroachment permit and right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.



RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO TY LIN INTERNATIONAL IN AN AMOUNT NOT TO EXCEED \$4,350,000 FOR DESIGN AND ENGINEERING SERVICES AND CALIFORNIA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY APPROVAL OF THE YERBA BUENA ISLAND MULTI-USE PATH PROJECT FOR SEGMENTS 1 AND 2; AND AWARDING 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; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

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 will require 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, California Department of Transportation (Caltrans), and United States Coast Guard; and

WHEREAS, The Transportation Authority seeks professional services for design and engineering, along with California Department of Transportation (Caltrans) right-of-way approval, for the Project for Segments 1, 2, 3, and 4; and

WHEREAS, On June 18, 2024, the Transportation Authority issued a Request for Proposals (RFP) for design and engineering services for the Project; and

WHEREAS, The Transportation Authority received two proposals in response to the RFP by the due date of July 19, 2024; and

WHEREAS, A review panel comprised of staff from the Transportation Authority, Treasure Island Development Authority, and Bay Area Toll Authority interviewed the two firms on August 5, 2024; and

WHEREAS, Based on the results of the competitive process defined in the RFP, the panel recommended award of consultant contracts to the firms of TY Lin International for Segments 1 and 2 and to WMH Corporation for Segments 3 and 4; and

WHEREAS, The establishment of contracts with the two teams will provide the Transportation Authority with broader and deeper access to design and engineering services for the Project due to each team's expertise on this Project and adjacent projects on Yerba Buena Island; and

WHEREAS, The professional services contracts will be funded with state Active Transportation Program grant funds and federal Congestion Mitigation and Air Quality grant funds; and

WHEREAS, The adopted Fiscal Year 2024/25 budget and work program includes this year's activities and sufficient funds will be included in future year



budgets to cover the remaining cost of the contracts; and

WHEREAS, Due to the time sensitivity of the request driven by the desire to take advantage of construction efficiencies that can be achieved by starting construction of the Project in the first half of 2026 while Treasure Island Road and Hillcrest Road are closed due to ongoing construction of the West Side Bridges Seismic Retrofit and the Hillcrest Road Improvement projects, staff is recommending final approval of this item on its first read; and

WHEREAS, At its October 23, 2024, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract with TY Lin International in an amount not to exceed \$4,350,000 for design and engineering services and Caltrans right-of-way approval of the Project for Segments 1 and 2 and a two-year professional services contract with WMH Corporation in an amount not to exceed \$1,150,000 for 35% design and engineering services of the Project for Segments 3 and 4; 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.