



## Memorandum

### AGENDA ITEM 9

**DATE:** December 3, 2025

**TO:** Transportation Authority Board

**FROM:** Carl Holmes – Deputy Director for Capital Projects

**SUBJECT:** 12/9/2025 Board Meeting: Authorize the Executive Director to Execute Right-of-Way Certification and All Other Related Project Agreements to Prepare for the Construction Phase for Segment 4 of the Yerba Buena Island Multi-Use Path and Transit Lane Project

#### RECOMMENDATION ☐ Information ☒ Action

- Authorize the Executive Director to execute the following agreements and documents to prepare for the construction phase for Segment 4 of the Yerba Buena Island (YBI) Multi-Use Path (MUP) and Transit Lane project:
  1. Right of Way Certification
  2. And all other related project agreements
- Authorize the Executive Director to negotiate and modify the agreement and non-material terms and conditions

#### SUMMARY

We are working jointly with the Treasure Island Development Authority (TIDA) and Bay Area Toll Authority (BATA) on the design and construction of YBI MUP, which will be delivered in four segments. Construction of YBI MUP Segment 4 – also known as the Treasure Island Road Improvements Project (TIRI), is scheduled to begin construction in July 2026 while Treasure Island Road remains closed to minimize cost and the impact of the road closure to the public. The land on which construction will occur is entirely within the ownership of TIDA, which has been secured for the Project construction. To advance this construction schedule, we need to obtain Caltrans approval of the right-of-way certification in December 2025 to support allocation by the California Transportation

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



<p>Commission (CTC) of \$4.944 million in State Interregional Transportation Improvement Program (ITIP) funds and \$1.774 million in Local Partnership Program formula (LPP-F) funds for construction of the project in January 2026. Approval of the right-of-way certification is a prerequisite for CTC allocation of the aforementioned funds. It is also required for the Transportation Authority to obligate \$2.267 million in federal Housing Incentive Pool (HIP) funds, which is planned for early 2026 following CTC approval of the aforementioned project funds. Caltrans requires the implementing agency to adopt a resolution and name the individual authorized to sign the right-of-way certification on behalf of the agency. We are seeking final approval on first appearance at Board given the time sensitivity described above.</p>	
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## **BACKGROUND**

YBI MUP and Transit Lane is a critical active transportation project designed to connect the Bay Bridge East Span Bicycle/Pedestrian Path to Treasure Island along Hillcrest Road and Treasure Island Road. The project will deliver approximately 1.2 miles of Class I multi-use pathway, fully ADA-accessible and separated from vehicle traffic, supporting safe and sustainable mobility for residents and visitors. The project includes a dedicated transit lane leading to the Bay Bridge West Span, delivering transit trips to San Francisco.

YBI MUP will be delivered in the following four segments due to the funding availability and cost efficiencies, which are also shown in Attachment 1:

- YBI MUP Segment 1: Pending construction funding (in design phase)
- YBI MUP Segment 2: Hillcrest Road Improvements Project (under construction)
- YBI MUP Segment 3: West Side Bridges Project (under construction)
- YBI MUP Segment 4: TIRI (in design phase)

This memo is focused on YBI MUP Segment 4 or TIRI, which is scheduled to begin construction in July 2026.



## DISCUSSION

There are various agreement documents that need to be executed in order to prepare the TIRI for construction. Each agreement is briefly discussed below.

**Right-of-Way Certification:** This right-of-way certification confirms that we have made all necessary arrangements to secure the right-of-way for construction of the TIRI. Note that the entire project will be constructed within TIDA-owned property, so there is no need for any right-of-way acquisition. Caltrans' certification of right-of-way is required for projects funded by federal sources and must be obtained prior to CTC allocation of federal and state funds administered by the CTC.

To maintain the construction schedule detailed below, we are seeking allocation of \$6.718 million by the CTC in January 2026 and obligation of these funds as well as \$2.267 million in federal HIP funds immediately after CTC approvals. To enable CTC allocation of funds, Caltrans must approve the project's right-of-way certification in December 2025. Caltrans requires the implementing agency to adopt a resolution and name the individual authorized to sign the right-of-way certification on behalf of the agency. Hence, staff recommend granting final approval upon the first reading of this item.

**Additional Project Agreements:** In November 2025, we executed a Memorandum of Agreement (MOA) with TIDA to grant the Transportation Authority the right to enter TIDA's property to perform construction services for the TIRI Project.

In order to prepare the project for construction phase, we may need to enter into other agreements with other agencies/entities, including but not limited to Caltrans, the San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works.

**Funding.** The TIRI construction phase cost is estimated at \$38 million and it is fully funded. Similar to the West Side Bridges Project, we will be advancing sales tax funds to pay for project costs incurred in the construction phase until we receive federal, state and regional reimbursements. Under the MOA with TIDA, interest will accrue on all outstanding unreimbursed project costs until we receive reimbursements from the various funding sources listed on the construction phase funding table below, which will be covered by TIDA.



**TIRI - Construction Phase Funding**

<b>SOURCE</b>	<b>AMOUNT</b>	<b>Requires Caltrans Right-of Way Certification</b>
State Interregional Transportation Improvement Program (ITIP)	\$4,944,000	Yes - required for CTC allocation of funds
Local Partnership Program - Formula Funds (SFCTA)	\$1,774,000	Yes - required for CTC allocation of funds
Housing Incentive Pool	\$2,267,000	Yes - required to obligate federal funds from Caltrans
Regional Measure 3	\$16,250,000	
TIDA secured Infill Infrastructure Grant (IIG) funds	\$7,500,000	
TIDA secured TICD funds	\$3,300,000	
Prop L (SFCTA)	\$1,000,000	
Prop K (SFCTA) savings pending transfer from other YBI projects	\$965,000	
<b>Total Construction Funding</b>	<b>\$38,000,000</b>	

**Schedule.** The planned project schedule for TIRI is shown below.

<b>Milestone</b>	<b>Anticipated Date</b>
100% PS&E Date (Design)	December 2025
Right of Way Certification	December 2025
Award Construction Contract	June 2026
Start Construction	July 2026
End Construction	October 2027
Closeout Date	June 2028



## **FINANCIAL IMPACT**

Approval of the recommended action would facilitate compliance with Caltrans requirements and enable CTC allocation of \$4.944 million in ITIP funds and \$1.774 million in LPP-F funds and Caltrans obligation of \$2.267 million in HIP funds for construction of the TIRI. Following allocation and obligation of the aforementioned funds, we will incorporate the first year of anticipated revenues for the TIRI into the FY 2025/26 mid-year budget amendment. Sufficient funds will be included in future year's budgets to incorporate the remaining construction phase funding.

## **CAC POSITION**

We were unaware of this item in time to make the November CAC meeting. Due to the urgency as stated above, we are seeking board approval of the item on its first appearance at the December 9 Board meeting.

## **SUPPLEMENTAL MATERIALS**

Attachment 1- YBI MUP Implementation Map

Attachment 2- Resolution

# YBI Construction Projects

completed
Design phase
Construction

<b>Macalla Rd improvement (TICD)</b>	
Interim config	Opened 2023
Final config	2028

**Forest Road Detour (TICD)**  
Opened 2023-2027

**YBI MUP Segment 4: Treasure Island Road Improvements (2026 - 2028)**

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

**Hillcrest Road Improvement Project (SFCTA) (2024 - 2026)**

**YBI MUP Segment 1 ( construction funding pending)**

**YBI MUP Segment 3: West Side Bridges Contract Change Order (2025-2026)**

**YBI MUP Segment 2: Hillcrest Contract Change Order (2025-2026)**



San Francisco  
County Transportation  
Authority



RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE RIGHT-OF -  
WAY CERTIFICATION AND ALL OTHER AGREEMENTS TO PREPARE FOR THE  
CONSTRUCTION PHASE FOR THE YERBA BUENA ISLAND MULTI-USE PATH AND  
TRANSIT LANE PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO  
NEGOTIATE AND MODIFY NON-MATERIAL AGREEMENT TERMS AND  
CONDITIONS

WHEREAS, The Yerba Buena Island Multi-Use Path (YBI MUP) and Transit Lane  
project is a critical active transportation project designed to connect the Bay Bridge  
East Span Bicycle/Pedestrian Path to Treasure Island, delivering approximately 1.2  
miles of Class I multi-use pathway fully separated from vehicle traffic; and

WHEREAS, The Transportation Authority is jointly working with the Treasure  
Island Development Authority (TIDA) and Bay Area Toll Authority (BATA) on the  
design and construction of the YBI MUP; and

WHEREAS, The YBI MUP will be delivered in four segments, with Segment 4,  
also known as Treasure Island Road Improvements Project (TIRI) currently in the  
design phase and scheduled to begin construction in July 2026; and

WHEREAS, The project's construction phase is fully funded at \$38 million, with  
contributions from Regional Measure 3, Interregional Transportation Improvement  
Program (ITIP), Housing Incentive Pool (HIP), Local Partnership Program Formulaic  
(LPP-F), Proposition L, and other local/state sources; and

WHEREAS, In order to maintain the planned TIRI construction schedule, the  
California Transportation Commission (CTC) is scheduled to allocate \$4.944 million  
in ITIP funds and \$1.774 million in LPP-F funds for construction of the TIRI in January  
2026, which requires Caltrans' approval of the Transportation Authority's right-of-way  
certification in December 2025; and

WHEREAS, Approval of the right-of-way certification is also required for the  
Transportation Authority to obligate \$2.267 million in federal Housing Incentive Pool



funds, which is planned for early 2026 following CTC allocation of the aforementioned project funds; and

WHEREAS, Additional agreements with agencies including Caltrans, San Francisco Public Utilities Commission, San Francisco Municipal Transportation Agency, and San Francisco Public Works may be necessary to advance project delivery; now, therefore, be it

RESOLVED, That the Transportation Authority authorizes the Executive Director to execute right-of-way certification, and all other agreements to prepare for the construction phase for YBI MUP Segment 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate and modify non-material agreement terms and conditions as necessary to facilitate timely project delivery; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean agreement terms and conditions other than provisions related to the overall agreement 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.