

**AGENDA ITEM 7f**  
**Treasure Island Development Authority**  
**City and County of San Francisco**  
**Meeting of February 8, 2023**

**Subject:** Resolution Authorizing the Treasure Island Director to Enter into a License with YBI Phase 3 Investors, LLC. for the use of a Portion of Private Forest Road for the Temporary Detour Traffic Circulation During the Construction of the Westside Bridges Project (Action Item)

**Contact:** Robert Beck, Treasure Island Director

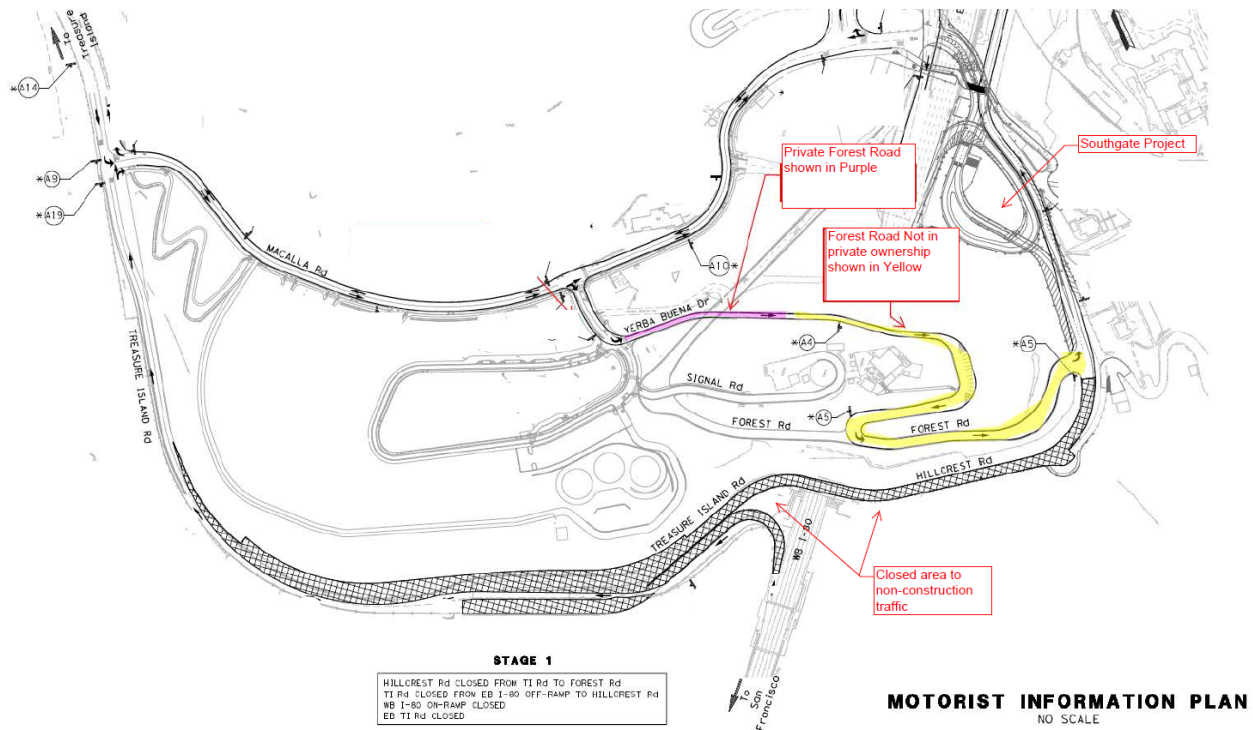
**BACKGROUND**

The SFCTA is preparing to construct the Westside Bridges Seismic Retrofit Project (“Westside Bridges Project” or “Project”). The Westside Bridges Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, Class II bicycle facilities, a transit-only on-ramp, and a new undercrossing structure between the SFOBB and the intersection of Treasure Island Road and Macalla Road. Construction of the Westside Bridges Project, along with Southgate Project, will complete the circulation improvements on Yerba Buena Island to support and facilitate improved access to and from the Bay Bridge, accommodating new traffic resulting from development of the islands and providing a seismically safe and improved roadway network for the public’s use.

The Project is shovel ready and the construction phase is estimated to cost \$115.9 million. In January 2023, the TIDA Board of Directors approved a resolution to execute a Memorandum of Agreement for a \$3.505 million TIDA contribution to fund the Project (“Funding MOA”).

**DISCUSSION**

Construction of the Project will require Treasure Island Road be closed between Macalla Road and Forest Road to all non-construction traffic. WB I-80 traffic traveling to or leaving YBI and Treasure Island (“TI”) will use the ramps at Macalla Road. EB I-80 traffic traveling to YBI and TI will use the Southgate Road off ramp, crossing underneath the SFOBB and connecting to Macalla Road. EB I-80 traffic leaving YBI and TI will use a detour route along Macalla Road to Yerba Buena Road to Forest Road (on private property) to Forest Road Detour to Hillcrest Road to the I-80 EB on ramp (collectively, the “Detour”). The map below illustrates the Detour below. Macalla Road must be used as a 2-way facility (one lane in each direction) to provide these connections.



The Private portion of the Forest Road (“Private Forest Road”) is currently under construction and is under the ownership of YBI Phase 3 Investors, LLC, A Delaware Limited Liability Company (“YBI Phase 3”). Staff with Wilson Meany are actively managing the construction of the Private Forest Road on behalf of YBI Phase 3 and coordinating with TIDA and SFCTA to ensure timely completion of this portion of the Detour.

The Private Forest Road is part of the property currently under construction as multi-family common interest development. Portion of the property will be subdivided into individually own interest, and the balance of the property including the Private Forest Road will be owned by a home owners association (“HOA”).

A license is needed to secure the right from the YBI Phase 3 for the general public to utilize this Private Forest Road as part of the Detour during the construction of the Westside Bridge Project. SFCTA has agree to restore the Private Forest Road surface to its prior condition following its use as part of the Detour.

**RECOMMENDATION**

TIDA staff recommends the Authority Board authorize the Treasure Island Director (“Director”) to enter into the license with YBI Phase 3 for the use of Private Forest Road on Yerba Buena Island as part of the Detour enabling construction of the West Side Bridges Project.

1 [Forest Road License]

2 **Resolution Authorizing the Treasure Island Director to Enter into a License with**  
3 **YBI Phase 3 Investors, LLC. for the Use of a Portion of Private Forest Road for the**  
4 **Temporary Detour Traffic Circulation During the Construction of the Westside**  
5 **Bridges Project**

6 WHEREAS, The San Francisco County Transportation Authority (“SFCTA”) has  
7 been designated as the Congestion Management Agency (“CMA”) for the City and  
8 County of San Francisco (the “City”) under State law; in this capacity, the SFCTA has a  
9 wide range of responsibilities that includes preparing the long-range Countywide  
10 Transportation Plan, prioritizing state and federal transportation funds designated for  
11 San Francisco, and developing and operating a computerized travel demand  
12 forecasting model; and

13 WHEREAS, TIDA asked the SFCTA, in its capacity as the CMA, to lead the effort  
14 to prepare and obtain approval for all required technical documentation for the Westside  
15 Bridges Seismic Retrofit Project (the “Project”), because of its expertise in funding and  
16 interacting with the California Department of Transportation (“Caltrans”) on design  
17 aspects of the Project, as well as its expertise in implementing construction of major  
18 transportation projects; and

19 WHEREAS, The Transportation Authority will utilize the Construction  
20 Manager/General Contractor (CMGC) delivery method for the Project; and

21 WHEREAS, Funding for the SFCTA’s costs to deliver and construct the Project is  
22 addressed in that certain Memorandum of Agreement # 22/23-22 between the Parties  
23 (“Funding MOA”), which calls for certain portions of the SFCTA Costs to be covered by  
24 Prop K and the TIDA Funding, as such terms are defined in the Funding MOA. The  
25 Funding MOA further provides that the Parties shall work together to address any  
funding shortfalls that may arise during construction of the Project; and

1           WHEREAS, TIDA and the SFCTA have negotiated a memorandum of agreement  
2 to memorialize the Transportation Authority’s construction services for the Project,  
3 including the project management and administrative services, consultant services,  
4 Caltrans services, construction services, coordination, and permitting responsibilities  
5 (together “Construction Services”), a copy of which is on file with the Secretary of the  
6 TIDA Board of Directors (the “MOA”); and

7           WHEREAS, The cost of the construction phase of Project is estimated to be  
8 \$115.9 million and the Parties anticipate this expense to be 100% reimbursed by a  
9 combination of Federal, State, BATA, LPP, Prop K and the TIDA Funding, and the  
10 SFCTA will not award the Construction Contract until these funds have been secured;  
11 and

12           WHEREAS, The Project is a critical component of island traffic circulation leading  
13 to and from the San Francisco – Oakland Bay Bridge (“SFOBB”); and

14           WHEREAS, the construction of the Project will require the closure of Treasure  
15 Island Road between Macalla Road and Forest Road to all non-construction traffic.

16           WHEREAS, during the required closure of Treasure Island Road, eastbound I-80  
17 traffic leaving YBI and TI will use a detour route along Macalla Road to Yerba Buena  
18 Road to Forest Road (on private property, or “Private Forest Road”) to Forest Road  
19 Detour to Hillcrest Road to the I-80 EB on ramp (collectively, the “Detour”); and

20           WHEREAS, the Private Forest Road is a private improvement within private  
21 property owned by YBI Phase 3 Investors, LLC. A Delaware Limited Liability Company  
22 (“YBI Phase 3”); and

23           WHEREAS, Wilson Meany staff have been coordinating with the construction of  
24 the Private Forest Road on behalf of YBI Phase 3 with SFCTA, TIDA and TICD to  
25 ensure its timely completion prior to the start of the Westside Bridges Project; and

