

THIS PRINT COVERS CALENDAR ITEM NO. : 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Awarding SFMTA Contract No. 1305, UCSF Platform and Track Improvement Project, to Balfour Beatty Infrastructures, Inc., as the lowest responsive and responsible bidder, for construction of safety, accessibility, and transit reliability improvements, in the amount of \$33,249,065, and for a term of 365 days to substantial completion; and approving a traffic signal system for 3rd Street at Campus Lane as included in the Transportation Effectiveness Project Travel Time Reduction Proposals.


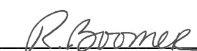
SUMMARY:

- This Project will construct a new center boarding platform, reconfigure track alignment, OCS lines, and two crossovers north and south of the platform at 3rd St. and Campus Lane; install new transit signals; and perform any relocations required.
- Balfour Beatty submitted the lowest responsive bid of \$33,249,065.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget and Financial Plan
3. SFMTA TEP Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <http://www.sf-planning.org/index.aspx?page=2970>
5. TEP Mitigation Monitoring and Reporting Program
<https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>
6. SFMTA Warriors/Chase Event Center Resolution No.15-154
https://www.sfmta.com/sites/default/files/agendaitems/2015/11-3-15%20Item%2013%20Golden%20State%20Warriors%20Event%20Center%20resolution_0.pdf
7. Warriors/Chase Event Center FEIR (Station Relocation Variant)
http://sfmea.sfplanning.org/Vol%204_GSW%20MB%20Responses%20to%20Comments.pdf
8. Warriors/Chase Event Center Mitigation Monitoring and Reporting Program
http://www.gsweventcenter.com/OCICommissionPublicMeetings/2015_1103_Adopt70_ExhibitB.pdf

APPROVALS:

	DATE
DIRECTOR  _____	<u>2/27/2018</u>
SECRETARY  _____	<u>2/27/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: March 6, 2018

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PURPOSE

The purpose of this calendar item is to award SFMTA Contract No. 1305, UCSF Platform and Track Improvement Project, to Balfour Beatty Infrastructure, Inc. as the lowest responsive and responsible bidder, for construction of safety, accessibility, and transit reliability improvements, in the amount of \$33,249,065, for a term of 365 days to substantial completion; and approving a traffic signal system for 3rd Street at Campus Lane, as included in the TEP Travel Time Reduction Proposals.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following goals and objectives in the SFMTA’s Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/Objectives:

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.3 Improve the safety of the transportation system.
 - Objective 1.4 Improve accessibility across transit service.

- Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel.
 - Objective 2.2 Improve transit performance.

- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.2 Increase the transportation system’s positive impact to the economy.
 - Objective 3.3 Allocate capital resources effectively.
 - Objective 3.4 Deliver Services efficiently.

Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

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DESCRIPTION

SFMTA Contract No. 1305, UCSF Platform and Track Improvement Project (the Project), will create a new center boarding platform (320 feet by 16 feet), which can accommodate the anticipated ridership with the current commercial and residential uses in the Mission Bay neighborhood and the development under construction by the Golden State Warriors organization (GSW). GSW is constructing the Warriors Arena & Mixed-Use Complex (Warriors Arena Project) in San Francisco. This Warriors Arena Project is in the Mission Bay neighborhood bounded by 3rd Street, 16th Street, South Street, and Terry Francois Boulevard, and includes a 12-acre site with one million square feet of “Commercial/Industrial” entitlements. Public transportation (Muni, BART, and Caltrain) will play a key role in serving this new destination.

According to the Mission Bay Development Plan, key aspects for this project include the following:

- 18,000-seat multi-purpose arena and event space
- 580,000 square-feet of office / lab space
- 100,000 square-feet of retail space
- 35,000 square-feet of public plaza space
- 3.2 acres of plaza, landscaping, and other public space
- 950 parking spots for office users and site visitors

Three main components of the Warriors Arena Project are a new UCSF/Arena boarding platform; track and overhead contact system (OCS) work for the new track alignment, which includes a single and double crossover; and associated light rail vehicle (LRV) signaling. In addition, there is relocation work triggered by the aforementioned work.

In summary, the Project consists of the following main construction elements:

- Selective demolition of existing transit platforms and rail; construction of a new center platform better suited to accommodate the current users in the area and the ridership anticipated at the Warriors Arena Project.
- Procurement and installation of new rail; installation of City-furnished special trackwork.
- Installation and testing of train detection infrastructure and control systems, such as vetag, track circuits, axel counters, and associated cabinets.
- Utility work both above and underground, including storm and sanitary sewers, water lines, electrical and communication work, ductbank manholes, and utility boxes.
- OCS: installation of trolley wires, spans, and trolley poles to accommodate the new track alignments.
- Street and sidewalk work, street lighting, and traffic signals, including a signalized midblock crosswalk across 3rd Street connecting to the relocated platforms for the UCSF/Mission Bay T-Third light rail platform.

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- Testing, Training, and Start-up. A comprehensive program for testing, training, and start-up of systems and components.

Solicitation of Bids:

On November 30, 2017, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1305 in accordance with the SFMTA Board of Directors' Resolution No. 09-191, which delegated, among other things, the authority to issue bid calls to the Director of Transportation.

As authorized by Section 6.20(d) of the San Francisco Administrative Code, the SFMTA evaluated bids received for this Project on the basis of not only the total bid price, but also considering factors related to proposed schedule savings and an established daily overhead rate for any compensable delay.

On January 31, 2018, the SFMTA received and publicly opened four bids as follows:

Contractor	Total Bid Price	Number of Reduced Days	Daily Delay Rate	Evaluated Bid Price*
Balfour Beatty	\$33,249,065	0	\$2,250	\$33,339,065
DMZ Builders	\$33,768,927	0	\$3,500	\$33,908,927
ProVen	\$34,777,777	14	\$9,000	\$34,913,777
Mitchell Engineering	\$39,283,693	0	\$2,000	\$39,363,693

*The Evaluated Bid Price is the price used to determine the lowest bidder. It takes into account the bidder's daily overhead rate for contract delays and also the bidder's Number of Reduced Days (i.e., the number of days the bidder proposed to reduce the time to substantial completion based on the time given by the Agency). An Evaluated Bid Price is calculated as the sum of the following:

Total Bid Price **minus** the (monetized) difference between the maximum number of Days to complete the Work and the number of days proposed by the Bidder to substantially complete the Work. The difference is then multiplied by \$16,000;

Plus the product of the Daily Delay Rate multiplied by 40 Days

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In the case of ProVen's bid, for example, the formula worked out like this:

(A)	TOTAL BID PRICE:	\$34,777,777
(B)	Days Proposed by the Bidder to Substantial Completion	351 Days
	Reduced Days = 365 – 351	14 Days
(C)	14 Reduced Days X \$16,000:	(\$224,000)
(D)	Daily Delay Rate	<u>\$9,000</u> x 40 days
		<u>\$360,000</u>
	EVALUATED BID PRICE {(A) – (C)} + (D)}	\$34,913,777

The original engineer's estimate for the work was \$27 million at the time the contract was advertised. The bid submitted by Balfour Beatty is 23% above the engineer's estimate, while the high bid was 46% over the estimate. While there is disparity between the lowest Bid and Engineering Estimate, it is consistent with other bids received by other City Departments. A recent TBD Consultant Report states that the variation in bid prices reflects the current bid environment and is primarily due to the following:

1. Lack of competition, especially at the sub-trade level: All trades are very busy; however, certain trades have been more troublesome than others, including concrete, glazing, drywall, casework and MEP (mechanical, electrical, plumbing). Finding two or more bidders for each sub-trade is an ongoing challenge.
2. Firm fixed price bidding (sealed bids): In this market, many contractors do not need to find work in a firm fixed price bidding environment. There is an abundance of work they can negotiate in some form, often with design/build components, where profit margins may be higher and risks lower than with traditional sealed bids.

Therefore, the Project Team concluded that, although there is variation in some of the individual bid items, the SFMTA obtained a fair and reasonable price for the work.

Accordingly, the Agency wishes to award the contract to Balfour Beatty Infrastructure, Inc. for \$33,249,065. The contract requires the construction work to be substantially completed within 365 days from the Notice to Proceed.

Bidders are required by the California Subletting and Subcontracting Fair Practices Act (Public Contract Code section 4104) to list all subcontractors that will perform more than one-half of one percent of the value of the Contract. Balfour Beatty Infrastructure, Inc. listed the following ten subcontractors who will be doing at least \$166,695 (one-half of one percent of the low bid price), as well as seven other contractors who will perform smaller scopes of work:

Subcontractor	Status	Value
CMC Traffic Control Specialists dba CMC Construction, Inc.	WBE, Micro LBE	\$1,978,794
Bart-Bek Plus 4 Inc dba KCA Engineers	Small LBE	\$168,656
Yolanda's Construction Administration & Traffic Control, Inc	MBE, Micro LBE	\$185,808
LaHue & Associates	Micro LBE	\$293,951
Fontenoy Engineering	Micro LBE	\$1,711,000
Roadway Construction, Inc	MBE, Micro LBE	\$693,405
Liffey Electric, Inc	Micro LBE	\$714,796
Minerva Construction, Inc	Micro LBE	\$2,217,893
RK Engineering, Inc	WBE, Micro LBE	\$1,993,400
JMB Construction	n/a	\$2,442,041

The Contract Compliance Office reviewed the bid proposal and determined that Balfour Beatty Infrastructure, Inc. meets the 22% Local Business Enterprise (LBE) subcontracting participation goal established for this contract. The Contract Compliance Office also confirmed that Balfour Beatty Infrastructure, Inc. has committed to meeting the Non-discrimination Equal Employment requirements of the contract and is in compliance with the City's Equal Benefits ordinance.

Impact to Transit Operations:

In order to minimize impact to the T-Third and the Muni Metro East facility, the Agency considered various construction methodologies for the Project:

- Weekend-only T-Third motorization
- Full motorization of T-Third for an extended time
- Construction of temporary tracks around the Project
- Single tracking of the T-Third line

The Agency ultimately decided to construct the Project using a combination of these methodologies.

- Weekend bus substitution for demolition of the existing platforms and installation of special track and canopy steel.
- Two and a half months of T Third bus substitution during which the existing tracks will be demolished, followed immediately by the installation of the tracks in the new alignment and the center platform. This extended bus substitution should occur later this year with extensive outreach prior to the commencement of the bus substitution.
- To minimize transit service impacts, the Project will coordinate the bus substitution with other neighboring projects, such as the 3rd Street Bridge Project, and maintenance work by the Arts Commission on the T-Third platforms.

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STAKEHOLDER ENGAGEMENT

Due to specificity of the Project design, the public participation was to inform the public with information, and assist them in understanding the problems, alternatives, opportunities, and solutions. Through the Project development phase, the Project Team conducted several meetings with the neighboring institutions and communities to understand and address their concerns about the Project. Most concerns focused on maintaining access to transit services and 3rd Street as much as possible during construction. In particular, the nearby developers requested close coordination to be sure that their vehicles and deliveries could be transported during construction of the Project. In response, staff has agreed to work closely with those in active construction in Mission Bay, ensuring adequate transit options throughout the Project area and to minimize disruptions as much as possible.

SFMTA staff also corresponded with Board of Supervisors staff and the Mayor's Office.

- Supervisor Kim and Supervisor Cohen's Offices
- Attended regular coordination meetings with Mission Bay/UCSF construction contractors
- Mission Bay UCSF Hospital Coordination with other City Agencies working in the area
- Meet with local neighborhood groups and Mission Bay Citizen Advisory group.

During major construction phases, in particular the motorization of the T Third line, outreach will focus on preparing the community for those disruptions and providing alternate travel tips.

- Launch Project website
- Provided Project information and updates to nearby neighborhood associations and businesses
- Direct mailers and fliers to residences surrounding construction area
- Door-to-door outreach for fronting businesses near construction area
- Construction signage notices to bus stops for affected transit lines and potential bus transit connections
- Social media alerts (Twitter, Facebook)
- Story on SFMTA's Moving SF blog about Project and planned construction
- Construction notice e-mails to all district neighborhood and merchant contacts
- Notifications to partnering Bay Area transit agencies, 511
- Assign Ambassadors to direct customers to temporary transit stop locations
- Project page on the SFMTA website with timelines, renderings and background info
- Customer Noticing for Bus Shuttles: postings in English, Chinese, Spanish and Filipino.
- Ambassadors at Key Bus Shuttle Transfer Areas during shutdowns to assist customers to bus substitutions
- Press Release about the Project and traffic disruptions
- Presentation to community/neighborhood groups on 3rd Street Corridor

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ALTERNATIVES CONSIDERED

Other alternatives considered were 1) No Build, i.e. use existing platforms, or 2) Extend the existing platforms. Both options were rejected, as neither provided sufficient capacity to accommodate customers departing events at the Arena.

FUNDING IMPACT

In 2015 a Capital and Operation Cost Estimate (Proforma) was generated outlaying the capital, operational and funding needs to support the development. Funds sources were later identified as General Fund revenues, Mission Bay Transportation Improvement Fund Fees, and the proceeds from the sale of the 2017 SFMTA Revenue Bond. Due to recent bid environment and additional scope, the Project currently has an overall project short fall of \$17.6M. Staff, in conjunction with the Mayor Budget Office, have been identifying potential fund sources to address the Project shortfall.

The budget and financial plan for this Project is presented in Enclosure 2.

ENVIRONMENTAL REVIEW

The track improvement and platform relocation project was included as part of the approved Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32, Muni UCSF/Mission Bay Station Final EIR Variant, with the exception of the signalized midblock crosswalk. On November 3, 2015, the San Francisco Commission on Community Investment and Infrastructure (CCII), the successor agency to the former Redevelopment Agency, reviewed and considered the Final Subsequent Environmental Impact Report for the Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32 (Event Center Project FSEIR) and, by CCII Resolution No. 12 69-2015, certified the FSEIR in compliance with CEQA. The CCII also approved the Event Center Project by the adoption of Resolutions No. 70-2015 (adopting CEQA Findings), No.71- 2015 (approving amendments to the Mission Bay South Design for Development), and No.72- 2015 (conditionally approving the Major Phase and Basic Concept/Schematic Design applications for the Project).

As mentioned above, this Board adopted the Event Center Project's CEQA findings as applicable to the SFMTA on November 3, 2015 (Resolution No. 15-154). In Resolution No. 15-154, this Board approved various elements of the Transportation Service Plan for the Event Center Project, including razing the northbound passenger platform or a variant for a center platform (as determined by the Director of Transportation, in his or her discretion). The Director has selected the center platform variant to proceed into design.

By CCII Resolution No. 33-2015, the CCII has provided for appeal to the Board of Supervisors of the CCII's certification of a final environmental impact report for "environmental leadership development projects" (see Public Resources Code Sections 21178, et seq.), including the Event Center Project. On December 8, 2015, in response to an appeal of the FSEIR from the Mission Bay

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Alliance, the Board of Supervisors approved Motion M15-178, affirming the CCII's certification of the FSEIR (Board of Supervisors File No. 150991).

Funding allocated to improvement projects in this Board item includes money for further design and environmental planning work as well as construction. All of the improvements in the Board item were analyzed in and covered fully within the scope of the FSEIR with the exception of the signalized midblock crossing.

The impacts of the signalized midblock crossing for 3rd Street at Campus Lane (not included as part of the Event Center Project initially approved) were evaluated by the Transit Effectiveness (TEP) FEIR in its analysis of the TPS Toolkit for the Rapid Network (which includes the T-Third Line). The TEP FEIR was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including the TPS Toolkit for the Rapid Network. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP). The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the T-Third line described here and determined that the proposed modifications are within the scope of the TEP FEIR. No new significant effects have been identified, there is no substantial increase in significant effects already identified, and no new mitigation is required for the project.

Copies of the CEQA determinations for both the Warriors Event Center and the TEP are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item. No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors award San Francisco Municipal Transportation Agency Contract No. 1305, UCSF Platform and Track Improvement Project, to Balfour Beatty Infrastructure, Inc. as the lowest responsive and responsible bidder, for construction of safety, accessibility, and transit reliability improvements in the amount of \$33,249,065, for a term of 365 days to substantial completion; and approve a traffic signal system for 3rd Street at Campus Lane, as included in the TEP Travel Time Reduction Proposals.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, SFMTA Contract No. 1305, UCSF Platform and Track Improvement Project aims to improve safety, accessibility and transit reliability of Muni light rail; and,

WHEREAS, On November 30, 2017, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1305 in accordance with Board Resolution No. 09-191, which delegated, among other things, the authority to issue bid calls to the Director of Transportation; and,

WHEREAS, On January 31, 2018, the SFMTA received and publicly opened four bids in response to its Invitation for Bids; and,

WHEREAS, The SFMTA determined that Balfour Beatty Infrastructure, Inc. is the responsible contractor that submitted the lowest responsive total bid of \$33,249,065; and,

WHEREAS, The Contract Compliance Office reviewed the bid proposals and determined that Balfour Beatty Infrastructure, Inc. has made a commitment to achieve the Small Business Enterprise (SBE) subcontracting goal of 22% established for this contract; and,

WHEREAS, Funding for the construction services under this Contract comes from General Fund revenues, 2017 SFMTA Revenue Bond proceeds, and proceeds from the Mission Bay Transportation Improvement Fund; and,

WHEREAS, On November 3, 2015, the San Francisco Commission on Community Investment and Infrastructure (CCII), the successor agency to the former Redevelopment Agency, reviewed and considered the Final Subsequent Environmental Impact Report for the Golden State Warriors Event Center and Mixed Use Project at Mission Bay Blocks 29-32 (Event Center Project FSEIR) and, by CCII Resolution No. 12 69-2015, certified the FSEIR in compliance with CEQA; The CCII also approved the Event Center Project by the adoption of Resolutions No. 70-2015 (adopting CEQA Findings), No.71- 2015 (approving amendments to the Mission Bay South Design for Development), and No.72- 2015 (conditionally approving the Major Phase and Basic Concept/Schematic Design applications for the Project); and,

WHEREAS, On December 8, 2015, in response to an appeal of the FSEIR from the Mission Bay Alliance, the Board of Supervisors approved Motion M15-178, affirming the CCII's certification of the FSEIR (Board of Supervisors File No. 150991); and,

WHEREAS, On November 3, 2015, the SFMTA Board of Director, in Resolution No. 15-154, adopted the Warriors Event Center CEQA findings (Case Number 2014.1441E), including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, The signalized crosswalk modifications to the T-Third line were addressed by the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), which was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals, including the TPS Toolkit for the Rapid Network; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings), and a Mitigation Monitoring and Reporting Program (MMRP); any modifications to the program or projects as described in the TEP FEIR would require further CEQA review; and

WHEREAS, The San Francisco Planning Department Environmental Planning Division reviewed the proposed modifications to the T-Third line as part of the UCSF Platform and Track Improvement Project and determined that they are within the scope of the TPS Toolkit analyzed in the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigations were required; and

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the Event Center Supplemental Final (SF)EIR CEQA Findings and the TEP FEIR CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures, the SFMTA Board of Directors adopts those measures as conditions of this approval; a copy of the Planning Commission Resolutions, the CEQA findings, and the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and be it further

RESOLVED, That the SFMTA Board of Directors approves the installation of a traffic signal system for 3rd Street at Campus Lane, as included in the TEP Travel Time Reduction Proposals; and be it further

RESOLVED, That the SFMTA Board of Directors awards San Francisco Municipal Transportation Agency Contract No. 1305, UCSF Platform and Track Improvement Project to Balfour Beatty Infrastructure, Inc., as the responsible bidder that submitted the lowest total bid for construction of safety, accessibility, and transit reliability improvements, in the amount of \$33,249,065, and for a term of 365 days to substantial completion

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 6, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2
UCSF PLATFORM AND TRACK IMPROVEMENT PROJECT

San Francisco Municipal Railway Contract No. 1305

Project Budget and Financial Plan

Cost	Amount
Conceptual Engineering Phase Staff Support (SFMTA, DPW and Other Dept. Services)	\$605,000
Detail Design Phase Staff Support (SFMTA, DPW and Other Dept. Services)	\$3,000,000
Construction Phase Construction Contract, Construction mitigation, Contingency, and Staff Support	\$48,095,000
Total Cost	\$51,700,000

Funding	Amount
General Fund Obligations	\$5,086,385
SFMTA 2017 Revenue Bond	\$14,000,000
Mission Bay Transportation Improvement Fund	\$15,000,000
Existing Proforma Funding	\$34,086,385
Additional Funding	
Mission Bay Transportation Improvement Fund	\$10,700,000
SFMTA (TBD)	\$6,913,615
Total Funding	\$51,700,000