

**THIS PRINT COVERS CALENDAR ITEM NO.: 15**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Capital Programs and Construction

**BRIEF DESCRIPTION:**

Retroactively approving Modification No. 02 to Contract No. 1306, L Taraval Improvement Project, with NTK Construction Inc., for emergency trackway repairs in the Twin Peaks tunnel in the amount of \$10,517,500, for a total contract amount not to exceed \$39,966,857, with no time extension.


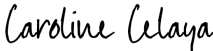
**SUMMARY:**

- On October 29, 2020, in accordance with the emergency contracting provisions of Administrative Code section 6.60, the Chair of the SFMTA Board of Directors signed a declaration of emergency that the condition of the trackway in the Twin Peaks Tunnel constitutes an emergency requiring immediate repairs. Section 6.60 authorizes the Director of Transportation to issue emergency contracts, subject to the SFMTA Board of Directors' retroactive approval.
- To expedite the emergency repairs, the Agency modified an existing contract to implement the work - SFMTA Contract No 1306, L Taraval Improvement Project with NTK, Inc. NTK has the necessary experience and resources to perform the work.
- On December 7, 2020, the SMFTA issued a task order under Contract No. 1306 (L Taraval Improvement Project) for NTK to begin trackway repairs in the Twin Peaks Tunnel. On December 9, 2020, NTK and SFMTA signed a Record of Negotiations memorializing a negotiated contract amount of \$10,517,500 for the Twin Peaks trackway repairs. On December 17, 2020, the Director of Transportation executed Contract Modification No. 2 amending the NTK Taraval Contract to add repairs to the Twin Peaks Tunnel trackway.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Contract Modification No. 2
3. Project Budget and Financial Plan

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	January 12, 2021
SECRETARY 	January 12, 2021

**ASSIGNED SFMTAB CALENDAR DATE:** January 19, 2021

**PURPOSE**

Retroactively approving Modification No. 02 to Contract No. 1306, L Taraval Improvement Project, with NTK Construction Inc., for emergency trackway repairs in the Twin Peaks tunnel in the amount of \$10,517,500, for a total contract amount not to exceed \$39,966,857, with no time extension.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

Goal 1: Create a safer transportation experience for everyone

Objective 1.2: Improve the safety of the transit system.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1: Improve transit service.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

Goal 3: Improve the environment and quality of life in San Francisco

Transit First 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.

**DESCRIPTION**

**Background:**

During the past year, SFMTA staff have observed very small particles, known as fines, in the trackway drainage system and signs of erosion in the ballast at the Eureka Curve area of the Twin Peaks Tunnel. Reusing existing aged ballast without sufficient testing, cleaning and proper handling process during the construction of Twin Peaks Tunnel track replacement project in the Summer of 2018 caused a high level of fines in the ballast. Ground water entering the tunnel during winter rains displaced the fines in the ballast, making the ballast less stable. A recent trackway survey and evaluation by an engineering consultant indicated that deteriorating ballast conditions at the Eureka Curve are affecting rail alignment and stability. The changed alignment of the rails indicates that the performance of the trackway is not predictably stable, will likely continue to change, and may pose a safety threat if not corrected prior to recommencing light rail operations as planned in Spring 2021.

**Trackway Emergency Repair Contract:**

On October 29, 2020, in accordance with the emergency contracting provisions of Administrative Code section 6.60, the Chair of the SFMTA Board of Directors signed a declaration of emergency that the condition of the trackway in the Twin Peaks Tunnel constitutes an emergency requiring immediate repairs. Section 6.60 authorizes the Director of Transportation to issue emergency contracts, subject to retroactive approval by the SFMTA Board of Directors. Section 6.60 authorizes a City department to

issue an emergency contract to address “[t]he breakdown or imminent breakdown of any plant, equipment, structure, street or Public Work necessitating immediate emergency repair or reconditioning to safeguard the lives or property of the citizens; or the property of the City; or to maintain the public health or welfare,” which includes trackways operated by the SFMTA. (S.F. Admin. Code § 6.60(c)(2)(B).

The SFMTA selected NTK, Inc. (NTK) to perform the emergency work based on NTK’s experience and expertise in light rail trackway construction and its ability to quickly bring personnel and equipment to perform the emergency work with minimum impact to the community. To shorten the contracting process and expedite the repair work, the Agency modified an existing contract with NTK (SFMTA Contract No. 1306, L Taraval Improvement Project – SF Zoo to Sunset Blvd.). The scope of the emergency work was developed based on the trackway conditions observed by staff, and described in the October 29, 2020 Emergency Declaration. SFMTA performed an independent cost estimate of the work, and negotiated with NTK to reach the not to exceed contract amount of \$10,517,500. During the negotiation with the contractor the quantities were verified and the unit price for each item was evaluated, and staff determined the final agreed cost is fair and reasonable.

### **Scope of Emergency Repair Work:**

The proposed contract modification includes labor, equipment, material and any incidental cost related to the emergency trackway work performed at Eureka Curve. The work includes:

- Disassembling, removing and storing rails, ties, switch machines, fasteners, stabilizers and other track elements in designated problem areas
- Replacing fouled ballast with new ballast in designated problem areas
- Disposing of fouled ballast, including proper handling of any hazardous material.
- Replacing broken track elements, such as joint bars and fasteners
- Reinstalling rails, ties and track elements to correct alignment using specified rail welded connections, joints bars connections, and gauge rods.
- Installing two turnouts and associated switch machines.
- Restoring traction power and train control equipment disturbed by the trackway repairs
- Providing traffic control as needed during the work
- Implementing safety and quality control plans
- Providing as-built design documents

### **Current Status of the Work**

As of the end of December, NTK had removed and preserved the existing trackway system, removed, replaced and disposed of the fouled ballast at the Eureka Curve, installed a new drainage system, and started to restore the trackway system. Contractor has completed approximately 50 percent of the work. NTK plans to complete the remaining the work in the month of January 2021, test the trackway system, and reach substantial completion by early February 2021.

## **STAKEHOLDER ENGAGEMENT**

The SFMTA Public Information Officer has conducted outreach to Castro and West Portal merchants and notified stakeholders within the project area. SFMTA staff have also had ongoing communication with District Supervisors' Mandelman and Yee's staff on project information, status and impacts. Project information has been disseminated to the community through door to door fliers, emails, phone calls and the project webpage. A blog post was also published prior to the start of construction to share information on subway closure, project purpose, timeline and scope.

## **ALTERNATIVES CONSIDERED**

Several alternatives to perform the work were considered prior to the emergency declaration:

- 1) Issue a new contract to be competitively bid, but that would have delayed reopening the Twin Peaks Tunnel for six to twelve months.
- 2) Reduce rail vehicle speed through the tunnel, which would reduce the risk of derailment but would impair service.
- 3) Issue an emergency declaration and seek approval to perform necessary repairs in the Twin Peaks tunnel with NTK.

Considering operation and community needs to restart train service in spring 2021 and the immediate need to improve stability and performance of the trackway system to maintain safe operations, the SFMTA recommended that the Director of Transportation issue an emergency contract.

## **FUNDING IMPACT**

Contract Modification No. 2, in the amount of \$10,517,500, will be funded through the existing Subway Reliability Taskforce SGR Improvements Project, which covers various trackway repair work.

## **ENVIRONMENTAL REVIEW**

CEQA provides a categorical exemption from environmental review for replacement or reconstruction of existing structures and facilities as defined in Title 14 of the California Code of Regulations Section 15302.

On July 31, 2015, the Planning Department determined (Case Number 2015-008803ENV) that the Twin Peaks Tunnel Trackway Project was categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15302. The emergency repairs to the Twin Peaks Tunnel Trackway are within the scope of the 2015 categorical exemption. This emergency repairs contract is a continuation of the original Twin Peaks Tunnel Trackway Project, and therefore comes under the categorical exemption.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The SFMTA Contract Compliance Office has determined that NTK is in compliance with the Small Business Enterprise participation goals established at 10% in this Contract.

The City Attorney's Office has reviewed this calendar item.

No other approvals are required for this Contract Modification.

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors retroactively approve Modification No. 2 to Contract No. 1306, L Taraval Improvement Project, with NTK Construction Inc., for emergency trackway repairs in the Twin Peaks tunnel in the amount of \$10,517,500, for a total contract amount not to exceed \$39,966,857, with no time extension.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, On March 5, 2019, the SFMTA Board of Directors adopted Resolution No. 19305-029 awarding Contract No. 1306, L Taraval Improvement Project - SF Zoo to Sunset Boulevard, to NTK Construction, Inc., to construct capital improvements along the L Taraval corridor between SF Zoo and Sunset Boulevard, in an amount not to exceed \$29,039,357, and for a term of 600 days to substantial completion; and,

WHEREAS, Contract Modification No. 1, executed by the Director of Transportation per Board Resolution No. 191203-153, increased the Contract amount by \$410,000, for a total Contract amount not to exceed \$29,449,357, with no extension of time; and,

WHEREAS, On October 29 , 2020, in accordance with the emergency contracting provisions of Administrative Code section 6.60, the Chair of the SFMTA Board of Directors issued a declaration of emergency that the condition of the trackway in the Twin Peaks Tunnel constitutes an emergency requiring immediate repairs; and,

WHEREAS, Section 6.60 of the Administrative Code authorizes the Director of Transportation to issue emergency contracts, subject to retroactive approval by the SFMTA Board; and,

WHEREAS, To expedite completion of this emergency repairs, the Agency chose to issue a contract modification under the existing SFMTA Contract No 1306, L Taraval Improvement Project with NTK, Inc., which contractor has the necessary experience and resources to perform the work; and,

WHEREAS, On December 7, 2020, the SMFTA issued a task order under Contract No. 1306 (L Taraval Improvement Project) for NTK began trackway repairs in the Twin Peaks Tunnel; and,

WHEREAS, On December 9, 2020, NTK signed a Record of Negotiations with SFMTA memorializing a negotiated contract amount of \$10,517,500 for the Twin Peaks trackway repairs; and,

WHEREAS, On December 17, 2020, , the Director of Transportation executed Contract Modification No. 2 amending the NTK Taraval Contract to add repairs to the Twin Peaks Tunnel trackway as Additional Work; and,

WHEREAS, CEQA provides a categorical exemption from environmental review for replacement or reconstruction of existing structures and facilities as defined in Title 14 of the California Code of Regulations Section 15302; and,

WHEREAS, On July 31, 2015, the Planning Department determined (Case Number 2015-008803ENV) that the Twin Peaks Tunnel Trackway Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15302; the emergency repairs to the Twin Peaks Tunnel Trackway are within the scope of the 2015 categorical exemption; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the SFMTA Board of Directors retroactively approves Modification No. 02 to Contract No. 1306, L Taraval Improvement Project, with NTK Construction Inc., for emergency trackway repairs in the Twin Peaks tunnel in the amount of \$10,517,500, for a total contract amount not to exceed \$39,966,857, with no extension of time.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 19, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



Contract 1306

Contract Modification No. 02

**CONTRACT MODIFICATION NO. 2  
EMERGENCY TRACKWAY REPAIRS TO THE TWIN PEAKS TUNNEL**

**San Francisco Municipal Transportation Agency  
Contract No. 1306 L Taraval Improvement Project**

**Recitals**

- A. On March 5, 2019, the SFMTA awarded Contract No. 1306, L Taraval Improvement Project - SF Zoo to Sunset Blvd L Taraval Improvement Project (Contract) to NTK, Inc. (NTK or Contractor) in the amount of \$29,039,357 and a contract time of 600 calendar days to substantial completion; the Contract has been amended once, increasing the contract amount \$410,000, for a total contract amount of \$29,449,357 with no change to contract time.
- B. On October 29, 2020, the SFMTA declared that the condition of the ballast and alignment of the rails of the trackway in the Twin Peaks Tunnel constitutes an emergency under San Francisco Administrative Code section 6.60(c)(2) requiring immediate repairs.
- C. To expedite the Twin Peaks Eureka Repairs, under the authority provided in San Francisco Administrative Code section 6.60, the SFMTA Board's Declaration of Emergency dated October 29, 2020, and the SFMTA Board's SFMTA Contract Approval Delegation and Requirements Policy (SFMTA Board Res. 191203-153, Dec. 12, 2019), the SFMTA issues this Contract Modification No. 2 to expand the Contract scope of work to include Contractor's performance of emergency repairs to the Twin Peaks Tunnel trackway at Eureka ("Twin Peaks Eureka Repairs") as Additional Work.
- D. NTK represents that it has the expertise, experience, and resources necessary to perform the Twin Peaks Eureka Repairs.
- E. On December 7, 2020, SFMTA issued RE Letter #122, with associated complete set of detailed specifications and designs for Twin Peak Eureka Repair.
- F. On December 9, 2020, NTK signed a Record of Negotiation with SFMTA recording mutually agreed compensation of \$10,517,500 to be paid for NTK's performance of the Twin Peaks Tunnel trackway repairs, as described under RE letter #122 and this document, and the referenced specifications and designs. The revised contract amount including Contract Modification #2 is \$39,966,857.



**THE CONTRACT IS MODIFIED AS FOLLOWS:**

1. Recitals Incorporated. The Recitals to this Agreement are incorporated into and shall constitute a part of this Contract Modification No. 02 (Amendment).
2. Additional Work. Contractor shall perform the Twin Peaks Tunnel emergency trackway repair work (Twin Peaks Eureka Repairs) as described in below Section 3 of this Amendment, in accordance with the terms and conditions of Contract No. 1306, L Taraval Improvement Project - SF Zoo to Sunset Blvd (Contract No. 1306). This Amendment supplements and incorporates Task Order #24, issued in RE Letter #1 18R, dated November 3, 2020, and RE Letter #122, dated December 7, 2020, which are attached here as Appendix A to this Amendment. Contractor shall perform the Work described in those documents and in Section 4, below. This Amendment shall have precedence over the documents attached as Appendix A if and to the extent any provision of those documents conflict with this Amendment.
3. Designs and Specifications. The specifications and designs for the Twin Peaks Eureka Repairs are described in the following Specifications and Designs:
  - 3.a Twin Peaks Eureka Specifications
    - TP #02770 - ballast
    - TP #05650.1 – basic trackwork materials & methods
    - TP #05655 – city furnished trackwork materials
    - TP #06130.1 – timber ties
    - TP #06130.2 -- composite ties
  - 3.b Twin Peaks Eureka Designs (total of 7 design drawings and 10 reference drawings)

Drawing No.	Drawing Title	Revision
TPE-G1	Eureka Key Plan & Drawing List	0
TPE-G2	Eureka General Abbreviations, Legend & Notes	0
TPE-G3	Eureka Survey & Project Control	0
TPE-01	Eureka Track CTL 90+00 to 102+50, Plans and Profiles	0
TPE-02	Eureka Track CTL 102+50 to 110+50, Plans and Profiles	0
TPE-03	Eureka Track CTL 110+50 to 115+00, Plans and Profiles	0
TPE-04	Track Sections for Tangent & Curved Track – Open Ties & Ballast	0
<b>Reference Drawings</b>		
TD-201	Rail Fastening for 115# RE Rail, Tie & Ballast Tangent Track & Curve Track (R smaller than 300 ft)	0
TD-203	Rail Fastening for 115# RE Rail, Tie & Ballast Guarded Curve Track	0
TD-204	Bolted Joints for Tie & Ballast Track	0
EL-11	Electrical Work Details (bonding cables)	0
EL-12	Electrical Work Details (bonding cables)	0
LH-21	Feeder Diagram LH-21	3
CL-5213,Sh 7	Standard Tunnel Sections (of Twin Peak Tunnel)	N/A
CL-5218,11	Standard Fit Top Sections (of Twin Peak Tunnel)	N/A
TC-20	Eureka Shoo-Fly Tracks Details	0
TD-205	Bootleg Box Detail at Direct Fixation Track	0

4. Procurement of Equipment and Materials.

- 4.1. To facilitate the SFMTA's planning and coordination for the Twin Peaks Eureka Repairs, Contractor shall immediately procure rail equipment and materials, and rent rail equipment described in the attached Appendix-1, (RE letter #118R with Exhibit-1 for List of Repairs Equipment and Materials) to be used in exclusively to perform the Twin Peaks Eureka Repairs.
- 4.2. Payment for each of the items listed in Exhibit-I will be made Contract No. 1306, as modified by this Amendment. Payments made for the Twin Peaks Eureka Repairs under Task Order #24 will be credited to the SFMTA as if paid under Contract No. 1306.
- 4.3. The SFMTA will furnish storage area(s) at for the materials and equipment that Contractor procures under this Amendment.
- 4.4. As provided in the Contract, title to the materials listed in the referenced RE Letter #118R, and otherwise procured by Contractor for the Twin Peaks Repairs shall transfer to the SFMTA only upon the incorporation of the materials into the Work and the SFMTA's inspection and acceptance of that Work. As provided in the Contract no . 1306, title to the equipment listed in CM 2.01 and otherwise procured by Contractor for the Twin Peaks Eureka Repairs shall not transfer to the SFMTA until Final Completion of the Twin Peaks Eureka Repairs. Contractor shall be responsible for said materials and equipment until the Twin Peaks Eureka Repairs are completed and the SFMTA has accepted that Work, notwithstanding statements to the contrary in RE Letter #188R or other correspondence issued prior to the date of this Amendment.
- 4.5. Contractor shall be responsible for the insurance and security of procured materials until the SFMTA accepts the Twin Peaks Eureka Repairs.
  - a. Contractor shall be responsible for the insurance and security of rental equipment until said equipment is returned to the supplier.

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5. Scope of Work by Work Item Descriptions

Work Item	Work Item Descriptions			Subtotal
CM2-01	Mobilization & demobilization, including bond, insurance, mobilizing and demobilizing of labor and equipment from and to Taraval Street, and Twin Peaks Eureka area; also including preparation of offsite storage offered by SFMTA.	---	LS	\$500,000
CM2-02	Site investigation & exploration, including pot-holing, measurements, and verifying entire existing site conditions.	---	LS	\$100,000
CM2-03	Provide access path at Eureka Porta, & shoo-fly tracks for site access, by removing rails & install temporary pavement. Restore shoo-fly track after work completion.	---	LS	\$650,000
CM2-04	Disassemble existing rails, fasteners, ties, joint bars, & disconnect bond cables along the existing trackway, including turnouts and switch machines. Preserve, conduct inventory, & store the removed track materials.	---	LS	\$650,000
CM2-05	Remove ballast classified as Class1 materials including identifying, preparing, monitoring, & implementing safety work plan for proper & safe handling, transportation and disposal of hazardous /contaminated ballast materials from the existing trackway within the project limits.	\$370	4,900 tons	\$1,813,000
CM2-06	Remove ballast classified as Class 2 materials including identifying, preparing, monitoring, & implementing safety work plan for proper & safe handling, transportation and disposal of hazardous /contaminated ballast materials from the existing trackway within the project limits.	\$125	500 tons	\$62,500
CM2-07	Furnish & install under ballast drain system, by perforated steel pipes, pre-made with cleanouts. Such steel pipes shall run alongside at the edges of the tunnel walls with drain holes so as to collect and dissipated ground water and fine materials. Total run of steel drainpipe is about 3,070 feet long.  Also furnish and install 8-inch HDPE pipe at transition zone to enhance draining of ground water. Total run of 8-inch HDPE drainpipe is about 175 feet.  Also furnish and install 4-inch HDPE pipe at left curve track at super-elevation to enhance draining of ground water. Total run of 4-inch HDPE drainpipe is about 200 feet.	---	LS	\$750,000



Contract 1306

Contract Modification No. 02

Work Item	Work Item Descriptions			Subtotal
CM2-08	Install dual transition zone with filter fabrics to stop fines migration to new ballast from existing foul ballast at western end of new work. Include 3 separate barriers (by caged ballast) running across entire cross section of ballast layer & both trackways. Total length of transition zone parallel and along the track centerline is approx. 100 feet. Submit shop drawings for Engineer approval.	---	LS	\$100,000
CM2-09	New #4 AREMA ballast, procure, deliver, store, & transport for new trackway, including loading to interim MME storage, & re-transport to site for final loading and spreading along trackway.	\$230	5,400 tons	\$1,242,000
CM2-10	Construct new trackway by reusing rails, ties, and fastening system, including base layer of ballast and rough-in alignments. Ascertain reinstate super-elevation & restraining rails at curve tracks. Total length of trackway measured by single track feet is about 3,070 feet.	---	LS	\$850,000
CM2-11	Apply surfacing & fine tune alignment to tracks & dressing top ballast as final trackway. Total length of trackway measured by single track feet is about 3,070 feet.	---	LS	\$530,000
CM2-12	Install 2 turnouts and associated switch machines.	---	LS	\$450,000
CM2-13	Complete rail welded connections, compromised joints bars connections, and gauge rods. Conduct testing and submit test reports.	---	LS	\$300,000
CM2-14	Restore bonding cables at bolted joints, turnout casting connections, & for traction power ground return. Conduct necessary testing to each cad-weld connection.	---	LS	\$200,000
CM2-15	Conduct and implement full time tunnel safety monitoring, with full control at ingress and egress, including each personnel, material, and equipment entering and leave the tunnel portal, and with full control to eliminate any potential safety hazards. Submit weekly safety reports and conduct safety meetings.	---	LS	\$450,000
CM2-16	Traffic control at Eureka Portals, and side streets, including daily operations to maintain one traffic lane each direction on Market Street, submit daily traffic reports, and attend traffic meetings.	---	LS	\$500,000
CM2-17	Implement Covid19 Safety Procedures	---	LS	\$200,000
CM2-18	Contractor's Quality Control with QC oversight.	---	LS	\$100,000
CM2-19	Contractor's Project Management, Project Engineering, Scheduling, & Coordination.	---	LS	\$500,000



Contract 1306  
Contract Modification No. 02

Work Item	Work Item Descriptions			Subtotal
CM2-20	Restore sidewalk, roadway pavement, and adjacent areas at street surface level at & around Eureka Portal upon completion of work and demobilization from the staging areas.	---	LS	\$50,000
CM2-21	Submit complete as built documents, including tracks, drainage system with transition zones.	---	LS	\$20,000
CM2-22	Allowance for independent consultants, including monitoring to environmental, noise, safety, and testing labs.	---	AL	\$200,000
CM2-23	Allowance for different site conditions, including extra work for tracks, drainage, & overhead work as directed by Engineer	---	AL	\$300,000
	Total of Above			\$10,517,500

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Contract 1306  
 Contract Modification No. 02

6. Compensation: The following new Pay Items are added to the Contract. For detailed work descriptions of each pay items, refer to Section 5.
- 7.

Pay Item	Item Work Descriptions	Rate	Quantity	Subtotal
CM2-01	Mobilization & demobilization	---	LS	\$500,000
CM2-02	Site investigation & exploration	---	LS	\$100,000
CM2-03	Provide access path at Eureka Portal & shoo-fly tracks.	---	LS	\$650,000
CM2-04	Disassemble and preserve existing trackwork & accessories.	---	LS	\$650,000
CM2-05	Remove & dispose ballast classified as Class1 materials.	\$370	4,900 tons	\$1,813,000
CM2-06	Remove & dispose ballast classified as Class 2 materials.	\$125	500 tons	\$62,500
CM2-07	Furnish & install under ballast drain system.	---	LS	\$750,000
CM2-08	Install transition zone as part of drainage system.	---	LS	\$100,000
CM2-09	New #4 AREMA ballast.	\$230	5,400 tons	\$1,242,000
CM2-10	Construct new trackway by reusing preserved trackwork.	---	LS	\$850,000
CM2-11	Surfacing & fine tune alignment to tracks.	---	LS	\$530,000
CM2-12	Install 2 turnouts and associated switch machines.	---	LS	\$450,000
CM2-13	Welded connections, CJ bars connections, and gauge rods.	---	LS	\$300,000
CM2-14	Bonding cables at all bolted joints and traction power return.	---	LS	\$200,000
CM2-15	Tunnel safety monitoring, with full control at ingress and egress.	---	LS	\$450,000
CM2-16	Traffic control at Eureka Portals, and side streets.	---	LS	\$500,000
CM2-17	Implement Covid19 Safety Procedures	---	LS	\$200,000
CM2-18	Contractor's Quality Control with QC oversight	---	LS	\$100,000
CM2-19	Contractor's PM, PE, Scheduling, & Coordination.	---	LS	\$500,000
CM2-20	Restore sidewalk, roadway pavement around Eureka Portal.	---	LS	\$50,000
CM2-21	Submit complete as built documents.	---	LS	\$20,000
CM2-22	Allowance for independent consultants.	---	AL	\$200,000
CM2-23	Allowance for different site conditions.	---	AL	\$300,000
Total of Pay Items under Contract Modifications				\$10,517,500
Total Amount of this Contract Modification #2		Increase	\$10,517,500	
Total of Previously Modified Contract Value:				\$29,449,357
Revised Total of Contract:				\$39,966,857



Contract 1306  
Contract Modification No. 02

Total Contract Time added by this Contract Modification:	0 Days
Previous Contract Substantial Completion Date:	02-19-2021
Current Contract Substantial Completion Date:	02-29-2021

In Witness Whereof, the parties have executed this Modification in quadruplicate in San Francisco, California as of this  
17 day of December 2020.

**NTK Construction, Inc**

By: Sammy Kwok  
Sammy Kwok  
Vice President

**CITY AND COUNTY OF SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

By: Jeffrey P. Tumlin  
Jeffrey P. Tumlin  
Director of Transportation

**Authorized By:**

**MUNICIPAL TRANSPORTATION AGENCY**

Resolution No. \_\_\_\_\_

Adopted: \_\_\_\_\_

Attest:

By: \_\_\_\_\_  
Secretary Date  
Municipal Transportation Agency

**APPROVED AS TO FORM:**  
Dennis J. Herrera, City Attorney

By: \_\_\_\_\_  
Robert K. Stone  
Deputy City Attorney  
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### Funding Plan

Enclosure 2	
Funding	Amount
FTA 5337 FY15	\$ 2,400,754.00
FTA 5337 FY18	\$ 110,000.00
FTA 5337 FY19	\$ 5,809,866.00
TSF Maintenance FY21	\$ 887,047.00
AB664 Bridge Toll FY17	\$ 57,593.00
AB664 Bridge Tolls FY21	\$ 2,234,740.00
Total	\$ 11,500,000.00