

THIS PRINT COVERS CALENDAR ITEM NO.: 12

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Capital Programs & Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1270, Sunset Tunnel Trackway Improvement Project, with Proven Management Inc., as the lowest responsive bidder, to replace the N-Line trackwork and upgrade other SFMTA infrastructure in the Sunset Tunnel and Portals as well as other improvements along the N-Line, in the amount of 16,123,600, and for a term of 390 calendar days

SUMMARY:

- On September 26, 2013, the Director of Transportation authorized a bid call for SFMTA Contract No. 1270, Sunset Tunnel Trackway Improvement Project.
- The project will replace the N-Line trackwork and upgrade other SFMTA infrastructure in the Sunset Tunnel and Portals; other improvements will be made along the N-Line under this Contract, including adding loops to the Vehicle Tagging System.
- The proposed modifications will enhance system reliability and efficiency and reduce infrastructure maintenance requirements.
- Staff recommends awarding Contract No. 1270 to Proven Management Inc., the responsible bidder that submitted the lowest responsive bid, in the amount of \$16,123,600, after adjusting the amount for the bid options that the Agency wishes to delete from the scope of the contract. The contract will have a term of 390 calendar days.
- Funding for construction services under this Contract is provided by federal and local sources.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget & Financial Plan

APPROVALS:

DATE

DIRECTOR _____ 1/13/14

SECRETARY _____ 1/13/14

ASSIGNED SFMTAB CALENDAR DATE: January 21, 2014

PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1270, Sunset Tunnel Trackway Improvement Project, with Proven Management Inc., as the lowest responsive bidder, to replace the N-Line trackwork and upgrade other SFMTA infrastructure in the Sunset Tunnel and Portals as well as other improvements along the N-Line, in the amount of 16,123,600, and for a term of 390 calendar days

GOAL

The Work to be performed under Contract No. 1270 will assist in the implementation of the following goals, objectives and initiatives in the SFMTA Strategic Plan:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.3 Improve the safety of the transportation system.

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 3.1 Reduce the Agency's and the transportation system's resource consumption, emissions, waste and noise

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

DESCRIPTION

Background:

The Sunset Tunnel Trackway Improvement Project has three main objectives: 1) enhance system reliability and efficiency; 2) reduce infrastructure maintenance; and, 3) upgrade the seismic performance of the portal retaining walls.

The N-Line tracks in the Sunset Portals and Tunnel were installed around 1975. Replacement is required due to rail wear and settlement of the supporting substructure, as described in the Biennial Tunnel Inspection Report, issued by SFMTA Capital Programs & Construction Division in December 2011.

The Overhead Catenary System (OCS) provides power to electric transit vehicles. The existing Sunset Tunnel OCS, including poles, supports and special work, was originally installed around 1977. Some of those OCS components, including supports and poles, have shown signs of severe rust and extensive water damage, and must be replaced. Existing trolley and messenger wires are also aged and due for replacement.

In February 2012, Anil Verma Associates, Inc., a consultant to the SFMTA, inspected the Sunset Tunnel (and other SFMTA tunnels) and described their findings in a report, "Tunnel Seismic Vulnerability Study Report." Anil Verma Associates recommended that the retaining walls at both portals to the Sunset Tunnel be evaluated for earthquake loading. Results of the subsequent analysis performed by Anil Verma Associates indicated that the portal walls needed to be upgraded and reinforced to meet California Building Code and BART Earthquake Safety Design standards.

Scope of Contract:

Work to be performed in the Sunset Tunnel and along the N-Line under the Contract includes, but is not limited to, the following:

- Replace existing tie and ballast tracks
- Replace the existing OCS, including messenger wires, trolley wires and various components
- Seismic upgrades for the Sunset Tunnel portal retaining walls
- Upgrade the traction power cable infrastructure
- New VETAG loops at 9 intersections along the N-line route for transit vehicle signal priority
- Other miscellaneous work, including upgrades to the curve signal system, fire standpipe valves, cleaning the drain lines and painting the portal walls

To take advantage of the scheduled tunnel shutdown periods during construction, the Contractor will also perform other repairs and infrastructure improvements along the N-Line. These improvements include the addition of signal loops to the existing Vehicle Tagging System, which will give light rail vehicles signal priority at more intersections along the N-Line route.

A new accessible key-stop at 28th and Judah was also included in the initial bid package as a deletable bid item but had to be removed from the contract because the environmental approval for the key stop had not yet been finalized at time of award. The key stop will be constructed using a Micro LBE Set Aside contract once environmental approvals are in place.

The time allotted to substantially complete construction of the Project is 390 calendar days from the date of the written Notice to Proceed. The Contractor shall complete all remaining work within 90 calendar days from Substantial Completion. Liquidated damages are \$6,000 per calendar day of delay to substantially complete construction and \$1,000 per calendar day of delay in final completion of all remaining Contract work.

Bids Received:

On September 4, 2013, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1270 in accordance with Board Resolution No. 09-191, which delegates, among other things, the authority to issue bid calls to the Director of Transportation.

On November 7, 2013, the SFMTA received and publicly opened three bid proposals as follows:

	Bidders	Bid Amount
1	Shimmick	\$17,176,900
2	Proven Management Inc.	\$16,498,600
3	Stacey & Witbeck	\$19,255,150

The engineer's estimate for the work was \$18,500,000. The bid submitted by the apparent low bidder is 11% below the engineer's estimate. Staff has concluded that even though some bid items came in well below the engineer's estimate, the low bid submitted by Proven is still responsive. For example, the Retaining Wall Retrofit bid item is a design-build by the Contractor. Proven may have a more innovative method to design and construct those improvements than the solution anticipated by staff.

Note: The listed bid amounts include the cost of work at a key stop at 28th Avenue and Judah, which was advertised as a deletable bid item. The SFMTA must evaluate bids based on prices submitted for all of the Work. But the SFMTA has deleted that key stop work from the Contract. The total Contract amount is therefore \$16,123,600, after removing that scope from the Contract and adjusting the bid amount for the deleted work.

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. Proven Management Inc. listed the following subcontractors:

Subcontractor	Status	Value
Balfour Beatty Rail, Inc.		\$4,879,000
Maloney Construction	SBE	\$2,300,000
COMSA EMTE		\$4,420,000
TPA Construction		\$137,000
S&S Trucking	SBE	\$150,000
Trans Bay Fire Protection		\$30,000
Cinquini & Passarino Inc.	SBE	\$40,000

The Contract Compliance Office reviewed the bid proposals and confirmed that Proven Management Inc. will meet the Small Business Enterprise (SBE) participation goal of 22% established for this contract and has committed to meeting the Non-discrimination Equal Employment Requirements of the contract.

ALTERNATIVES CONSIDERED

Some of the work, such as the seismic improvements to the tunnel portals, can only be performed by an experienced contractor. Other parts of the work, such as the OCS upgrades could be performed by City staff. The Project team held extensive discussions with Muni Maintenance staff concerning whether the work should be done by in-house staff or contracted. The N-Line and Sunset Tunnel are critical to providing light rail service to the western parts of the City. Project and Muni Maintenance staff concluded that all of the work should be contracted, because a contractor will have greater resources that will better ensure that the work will be timely completed with minimal impact to Muni service.

FUNDING IMPACT

The Conceptual Engineering and Detailed Design Phase of the Project were funded with programmed Federal Transit Administration (FTA) funds, with SFMTA operating dollars and SFMTA Revenue Bonds serving as local match. Funding for the project's Construction Phase will come from programmed FTA funds and SFMTA Revenue Bonds. All funding for this project has been secured.

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Planning Department has determined that the work to be performed under this Contract, as it will be awarded, is categorically exempt (Class 1- (d)), from environmental review under Title 14 of the California Code of Regulations section 15301(d), which exempts restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety from environmental review requirements.

The Sunset Tunnel Improvements were granted a Categorical Exemption, file number 2013.0612E, certified by the Planning Department on October 30, 2013.

The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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

No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors authorize the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1270, Sunset Tunnel Trackway Improvement Project, with Proven Management Inc., as the lowest responsive bidder, to replace the N-Line trackwork and upgrade other SFMTA infrastructure in the Sunset Tunnel and Portals as well as other improvements along the N-Line, in the amount of 16,123,600, and for a term of 390 calendar days

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) Contract No.1270, Sunset Tunnel Trackway Improvement Project implements the transit improvements recommended in the 20011 Biennial Tunnel Inspection Report (prepared by SFMTA Capital Programs & Construction Division) and the February 2012 Tunnel Seismic Vulnerability Study Report (prepared by Anil Verma Associates, Inc.); and,

WHEREAS, The work to be performed under this Contract will replace existing tie and ballast tracks; replace the existing overhead catenary system, including messenger wires, trolley wires and various components; provide seismic upgrades for portal retaining walls; upgrade traction power cable infrastructure; and perform other miscellaneous scope, including upgrades to the curve signal system and fire standpipe valves, cleaning the drain lines, painting the portal walls, and installing new VETAG loops at nine intersections along the N-line route; and,

WHEREAS, On September 4, 2013, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1270 in accordance with Board Resolution No. 09-191, which delegates, among other things, the authority to issue bid calls to the Director of Transportation; and,

WHEREAS, On November 7, 2013, the SFMTA received and publicly opened three bid proposals in response to the invitation for bids; and,

WHEREAS, Work to add a key stop at Judah and 28th Avenue was included in the scope of the work of the Contract as a deletable bid item, and the SFMTA has determined that said work shall be deleted from the contract as awarded; and,

WHEREAS, The SFMTA determined that Proven Management Inc., located at 712 Sansome Street, San Francisco, CA 94111, submitted the lowest responsive bid, in the amount of \$16,498,600, including \$375,000 for the deletable bid item; and,

WHEREAS, Adjusting Proven's total bid for the deletable bid item results in a contract amount of \$16,123,600; and,

WHEREAS, The Contract Compliance Office reviewed the bid proposals and confirmed that Proven Management Inc. will meet the Small Business Enterprise (SBE) participation goal of 22% established for this Contract and will commit to meeting the Non-discrimination Equal Employment Requirements of the Contract; and,

WHEREAS, The funding for work under Contract No. 1270 is to be funded by Federal Grants and local sources; and,

WHEREAS, The Sunset Tunnel Improvements project has been granted a Categorical Exemption from environmental review, file number 2013.0612E, certified by the Planning Department on October 30, 2013; now therefore, be it

RESOLVED, That the SFMTA deletes from the Contract all work related to the construction of the Key Stop at Judah Street and 28th Avenue, which item Proven Management listed in its Bid in the amount of \$375,000, which amount is therefore deducted from the Contract amount, so that the total awarded Contract amount is \$16,123,600; and be it.

FURTHER RESOLVED, The SFMTA Board of Directors authorizes the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1270, Sunset Tunnel Trackway Improvement Project, with Proven Management Inc., as the lowest responsive bidder, to replace the N-Line trackwork and upgrade other SFMTA infrastructure in the Sunset Tunnel and Portals as well as other improvements along the N-Line, in the amount of 16,123,600, and for a term of 390 calendar days.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 21, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2
SUNSET TUNNEL TRACKWAY IMPROVEMENT PROJECT

San Francisco Municipal Railway Contract No. 1270

Project Budget and Financial Plan

Cost	
Conceptual Engineering Phase Staff Support (SFMTA and Other Dept. Services)	\$275,544
Detail Design Phase Staff Support (SFMTA and Other Dept. Services)	\$1,628,480
Construction Phase Construction Contract, Contingency, and Staff Support	\$27,710,000
Other Agency Cost Share	\$0
Total Cost	\$29,614,024

Funding	
Federal Fixed Guideway Formula Funds	\$21,134,024
SFMTA Revenue Bonds	\$8,400,000
SFMTA Operating Dollars	\$80,000
Total Funding	\$29,614,024