

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Capital Programs and Construction

**BRIEF DESCRIPTION:**

Authorizing the Director of Transportation to execute unilateral Modification No. 9 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for additional sewer and roadway work, increasing the contract amount by \$633,003.16, for a total contract amount not to exceed \$215,448,179.80, with no time extension.



**SUMMARY:**

- The Van Ness Corridor Transit Improvement Project (the Project) will implement the first Bus Rapid Transit service in San Francisco, which will improve transit reliability for the 47 and 49 Muni routes and provide reliable transit connections to transfer routes.
- On July 7, 2015, the SFMTA Board of Directors awarded Contract No. 1289, Van Ness Corridor Transit Improvement Project (the Contract), to Walsh Construction Company II, LLC (Walsh), in an amount not to exceed \$800,000, to provide pre-construction services for the Project.
- Contract Modification No. 9 is for the addition of catch basins and related sewer work at various intersections on Van Ness Avenue, as well as concrete sidewalks, curb ramps, parking strips, bus pads, concrete base, and and hot mix asphalt.
- Contract Modification No. 9, in the amount of \$636,939.09, will be funded through existing approved budgets for the Project.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Contract Modification No. 9
3. Project Budget and Financial Plan
4. Van Ness Corridor Transit Improvement Project Final EIS/EIR:  
<https://www.sfcta.org/projects/van-ness-improvement-project#panel-reports-documents>
5. SFMTA Board Resolution No. 13-214:  
<https://www.sfmta.com/sites/default/files/agendaitems/2016/09-17-13--13-214.pdf>

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	February 10, 2020
SECRETARY 	February 10, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** February 18, 2020

**PURPOSE**

The purpose of this calendar item is to authorize the Director of Transportation to execute unilateral Modification No. 9 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh, for additional sewer and roadway work, increasing the Contract amount by \$633,003.16, for a total contract amount not to exceed \$215,448,179.80, with no time extension.

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

- Goal 1: Create a safer transportation experience for everyone
  - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
  - 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.
  - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.
- 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.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments
6. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
7. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway
8. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

## **DESCRIPTION**

### **Background**

The Van Ness Corridor Transit Improvement Project (formerly known as the Van Ness Bus Rapid Transit (BRT) Project) (the Project) will implement the first BRT service in San Francisco, which will improve transit reliability for the 47 and 49 Muni routes and provide reliable transit connections to transfer routes. The transit service and infrastructure changes are expected to reduce transit travel times by over 30 percent and increase ridership by about 33 percent. Van Ness Avenue is a high-injury corridor; to improve safety, the Project will install pedestrian countdown timers, pedestrian bulb-outs, and eliminate the majority of left turns that currently exist along the corridor. In addition, the Project will replace the City's 100-year-old sewer and water system along the length of the corridor, as well as selected sections of the auxiliary water supply system. The Project will also enhance the urban design of Van Ness Avenue.

### **Contract and Prior Modifications**

- On July 7, 2015, the SFMTA Board of Directors adopted Resolution No. 15-108, awarding Contract No. 1289, Van Ness Corridor Transit Improvement Project (the Contract), to Walsh Construction Company II, LLC (Walsh), in the amount of \$800,000, to provide pre-construction services for the Project as a Construction Manager/General Contractor (CM/GC).
- On August 16, 2016, the SFMTA Board adopted Resolution No. 16-110, authorizing Contract Modification No. 1 to the Contract, in the amount of \$193,027,555, for construction of the Project, for a total contract amount of \$193,827,555, and for an overall term not to exceed five years.
- On August 21, 2018, the SFMTA Board adopted Resolution No. 180821-115, approving Contract Modification No. 2 to the Contract for changes to the overhead contact system trolley/light poles and foundations, increasing the Contract amount by \$4,463,160.98, for a total Contract amount not to exceed \$198,290,715.98, with no extension of time; and authorizing the Director of Transportation (Director) to approve up to an additional aggregate of \$10,000,000 in future amendments to Contract No. 1289 without further approval by the SFMTA Board.
- On July 5, 2018, the Director executed Contract Modification No. 3 at no cost to add specifications related to establishment of a Dispute Resolution Board (DRB).
- In accordance with the authority given to the Director of Transportation under Resolution No. 180821-115, the Director of Transportation executed the following unilateral Contract Modifications:

CMOD No.	Modification Description	Amount	Time Extension (Days)	Approved By
4	Revisions to plans and specifications for sewer, water, landscaping, traction power, streetlights and roadway	\$3,376,341.14	0	DOT
5	Traffic signal modifications	\$2,606,043.75	0	DOT
6	Payments for extra field work for various items, specification changes to sewer system, amendment of DRB process	\$4,013,223.96	0	DOT
	<b>Total</b>	<b>\$9,995,608.85</b>		

- On July 16, 2019, the SFMTA Board of Directors adopted Resolution No. 190716-092, authorizing the Director of Transportation to execute Modification No. 7 to Contract No. 1289, to resolve claims related to delays resulting from water and sewer work, increasing the contract amount by \$4,819,650, for a total contract amount not to exceed \$213,105,974.83, and extending the time to substantial completion by 279 days.
- On August 20, 2019, the SFMTA Board of Directors adopted Resolution No. 190820-104, authorizing Contract Modification No. 8 to the Contract, in the amount of \$1,709,201.81, to resolve additional potholing cost for a total contract amount of \$214,815,176.64, and no time extension.

**Contract Modification No. 9**

Contract Modification No. 9 is for the addition of catch basins and related sewer work at various intersections on Van Ness Avenue, as well as concrete sidewalks, curb ramps, parking strips, bus pads, concrete base, and and hot mix asphalt. This extra work is required by design changes to sidewalk gradings and catch basins. Since the City and Walsh have not agreed to all the terms of the Modification, including whether performance of the work will require extending the time of the Contract, the SFMTA will issue this Contract Modification unilaterally.

**STAKEHOLDER ENGAGEMENT**

The SFMTA first informed stakeholders of the plans to bring this Contract Modification to the SFMTA Board of Directors on January 23, 2020. These communications included an email briefing sent to more than 300 local, state and federal public officials in January 2020. Stakeholders were also notified at several public meetings, including the Van Ness Bus Rapid Transit Community Advisory Committee on January 23, 2020.

**ALTERNATIVES CONSIDERED**

The SFMTA considered no alternatives to Walsh performing the subject work, as the additional work is within the overall scope of the Project.

**FUNDING IMPACT**

Contract Modification No. 9, in the amount of \$636,939.09, will be funded through existing approved budgets for the Project.

**ENVIRONMENTAL REVIEW**

On September 10, 2013, the SFCTA, as lead agency under CEQA, certified the Final EIS/EIR for the Van Ness Corridor Improvement Project under Resolution 14-18, adopted CEQA Findings and a Statement of Overriding Considerations, adopted the Mitigation Monitoring and Reporting Plan, and approved the Locally Preferred Alternative (LPA). The certification of the Final EIS/EIR included incorporating the Vallejo Northbound Station Variant into the Project.

On September 17, 2013, the SFMTA Board of Directors, acting in the capacity as a responsible agency under CEQA, adopted Resolution No. 13-214, approving the Project, analyzed as the LPA in the Final EIS/EIR, including an amendment to include the Vallejo Northbound Station Variant in the approval of the LPA. As part of the resolution, the Board also adopted the CEQA Findings, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan for the Final EIS/EIR and authorized the Director of Transportation to direct staff to continue with obtaining the necessary approvals to implement the Project.

On December 20, 2013, the Federal Transit Administration issued a Record of Decision for the Project, determining that the requirements of the National Environmental Policy Act have been met through the Final EIS document and process.

Since the adoption of CEQA Findings and the approval of the Project, the San Francisco County Transportation Authority has prepared a memo to file dated July 15, 2014, titled “Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report” (Memo to File), which concludes that the removal of 11 parking spaces more than assumed in the Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, would not result in a new significant environmental impact due to parking loss.

As mentioned above, on July 7, 2015, the SFMTA Board of Directors authorized the award of the Contract for Phase 1 (pre-construction services), for a target duration of 300 days, and in an amount not to exceed \$800,000. At that time, the Board reviewed and considered the EIS/EIR and record as a whole and found that the Final EIS/EIR was adequate for its use as the decision-making body for the approval of the Contract, found that the actions being taken were within the scope of the EIS/EIR, and incorporated the CEQA findings contained in its Resolution No. 13-214, including the Statement of Overriding Considerations, and found that no additional environmental review would be required under Public Resources Code Section 21166.

On March 4, 2016, the SFCTA issued an “Addendum to Environmental Impact Report” for the Project, which concludes that removal and replacement of various trees along the Van Ness corridor not previously identified in the Final EIS/EIR would not result in a new significant environmental impact.

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The proposed Modification No. 9 to Contract No. 1289 that is the subject of this calendar item would include additional sewer and sidewalk work. The proposed contract modification is within the scope of the Final EIS/EIR. A copy of the CEQA documents is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

No other approvals are required for this Contract Modification.

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

**RECOMMENDATION**

Staff recommends that the SFMTA Board of Authorizing the Director of Transportation to execute unilateral Modification No. 9 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for the additional sewer and roadway work, by increasing the contract amount by \$636,939.09, for a total contract amount not to exceed \$215,452,115.73, with no time extension.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The Van Ness Corridor Transit Improvement Project (formerly known as the Van Ness Bus Rapid Transit Project) (the Project) will implement the first BRT service in San Francisco, which will improve transit reliability for the 47 and 49 Muni routes and provide reliable transit connections to transfer routes; and,

WHEREAS, On July 7, 2015, the SFMTA Board of Directors adopted Resolution No. 15-108, awarding Contract No. 1289, Van Ness Corridor Transit Improvement Project (Contract), to Walsh Construction Company II, LLC (Walsh), in the amount of \$800,000, to provide pre-construction services for the Project; and,

WHEREAS, On August 16, 2016, the SFMTA Board of Directors adopted Resolution No. 16-110 authorizing Modification No. 1 to the Contract, in the amount of \$193,027,555, for construction of the Project, for a total contract amount of \$193,827,555, and for an overall term not to exceed five years; and,

WHEREAS, On August 21, 2018, the SFMTA Board adopted Resolution No. 180821-115, approving Contract Modification No. 2 to the Contract for changes to the Overhead Contact System trolley/light poles and foundations, increasing the Contract amount by \$4,463,160.98, for a total contract amount not to exceed \$198,290,715.98, with no extension of time; and authorizing the Director of Transportation to approve up to an additional aggregate of \$10,000,000 in future amendments to Contract No. 1289 without further approval of the SFMTA Board; and,

WHEREAS, Contract Modifications Nos. 3 through 6, executed by the Director of Transportation, increased the contract amount by \$9,995,608.85, for a total Contract amount not to exceed \$208,286,324.83, with no extension of time; and,

WHEREAS, On July 16, 2019, the SFMTA Board adopted Resolution No. 190716-092, approving Contract Modification No. 7 to the Contract, to resolve claims related to delays resulting from water and sewer work, increasing the Contract amount by \$4,819,650, for a total Contract amount not to exceed \$213,105,974.83, and extending the time to substantial completion by 279 days; and,

WHEREAS, On August 20, 2019, the SFMTA Board adopted Resolution No. 190820-104, approving Contract Modification No. 8 to the Contract, to resolve claims related to additional potholing and costs related to utility conflicts in performing sewer work, by increasing the Contract amount by \$1,709,201.81, for a total Contract amount not to exceed \$214,815,176.64, with no time extension; and,

WHEREAS, On September 10, 2013, the San Francisco County Transportation Authority (Transportation Authority), as lead agency under CEQA, certified the Final EIS/EIR under Resolution 14-18, adopted CEQA Findings and a Statement of Overriding Considerations, adopted the Mitigation Monitoring and Reporting Plan, and approved the Locally Preferred Alternative (LPA); the certification of the Final EIS/EIR included incorporating the Vallejo Northbound Station Variant into the Project; and,

WHEREAS, On September 17, 2013, the SFMTA Board of Directors, acting in the capacity as a responsible agency under CEQA, adopted Resolution No. 13-214, approving the Project, analyzed as the LPA in the Final EIS/EIR, including an amendment to include the Vallejo Northbound Station Variant in the approval of the LPA; as part of the resolution, the Board also adopted the CEQA Findings, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan for the Final EIS/EIR, and authorized the Director of Transportation to direct staff to continue with obtaining the necessary approvals to implement the Project; and,

WHEREAS, On December 20, 2013, the Federal Transit Administration issued a Record of Decision for the Project, determining that the requirements of the National Environmental Policy Act have been met through the Final EIS document and process; and,

WHEREAS, Since the adoption of the CEQA Findings and the approval of the Project, the Transportation Authority has prepared a memo to file dated July 15, 2014, titled “Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report” (Memo to File), which concluded that the removal of 11 parking spaces more than assumed in the Van Ness BRT Project Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, would not result in a new significant environmental impact due to parking loss; based on its review and consideration of the information contained in the Final EIS/EIR, the SFMTA Board found, on July 7, 2015, under Resolution No. 15-108, that the actions to remove parking spaces were within the scope of the Final EIS/EIR, and that no additional environmental review would be required under Public Resources Code section 21166; and,

WHEREAS, On March 4, 2016, the SFCTA issued an “Addendum to Environmental Impact Report” for the Project, which concluded that removal and replacement of various trees along the Van Ness corridor not previously identified in the Final EIS/EIR would not result in a new significant environmental impact; and,

WHEREAS, The proposed Modification No. 9 to Contract No. 1289 would include additional sewer and sidewalk work, as described above; the proposed contract modification is within the scope of the Final EIS/EIR; and,

WHEREAS, A copy of the CEQA determinations is on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Van Ness Bus Rapid Transit Project Final Environmental Impact Statement/Environmental Impact Report and record as a whole, finds that the Final EIS/EIR is adequate for the Board’s use as the decision-making body for the



actions taken herein relative to construction of the Project, and incorporates the CEQA findings by this reference as though set forth in this Resolution; and be it further

RESOLVED, That the SFMTA Board further finds that since the Final EIS/EIR was finalized, there have been no substantial Project changes and no substantial changes in Project circumstances that would require major revisions to the Final EIS/EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIS/EIR; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute unilateral Modification No. 9 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for additional sewer and roadway work, by increasing the contract amount by \$633,003.16, for a total contract amount not to exceed \$215,448,179.80, with no time extension.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 18, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

**CONTRACT MODIFICATION NO. 9 (UNILATERAL)**

**San Francisco Municipal Transportation Agency Contract No. 1289**

**I. VAN NESS CORRIDOR TRANSIT IMPROVEMENT PROJECT**

**Contractor: Walsh Construction Company II, LLC  
180 Redwood Street, Suite 300  
San Francisco, CA 94102**

The Contract is modified as follows:

**1. Perform the following work:** Amount

**CM-09.A Additional and Out-of-Sequence Sewer Work and related Roadway Work.**

CM-09.A adds seven catch basins (CB) and 10-inch vitrified clay pipe (VCP) connecting new catch basins to the sewer main on Van Ness Avenue at various intersections; and deletes six CBs and VCPs at other intersections, for a total net increase of one CB, as shown in the revised drawings listed below. CM-09.A also includes demolition and removal of a previously installed CB at Van Ness and McAllister; additional surveying, quality control, trench excavation and support work due to the added VCPs; closed-circuit television (CCTV) of VCPs; and mobilization, demobilization, and traffic control due to out-of-sequence construction.

CM-09.A also adds concrete base, concrete parking strip, concrete gutter, concrete bus pad, concrete curb, concrete sidewalk, and Hot Mix Asphalt due to revised conform limits as shown in revised drawings CR-106.2, CR-107, and CR-108 in PCC # 16.

The added work is as follows:

.1	Increase the net quantity of CBs as specified under bid item SW-30 (Concrete Catch Basin) by 1 @ \$4,539.71/EA by adding and deleting CBs at the following locations:  Added seven CBs:	\$4,539.71
	<ul style="list-style-type: none"> <li>• In NW corner of Van Ness Avenue and Turk Street as shown on drawing SK_2018.10.23_MR-1</li> </ul>	

- In NW corner of Van Ness Avenue and Eddy Street as shown on drawing SK\_2018.09.12\_BN-2
- In NW corner of Van Ness Avenue and O’Farrell Street as shown on drawing SK\_2018.10.05\_MR-1
- In SE corner of Van Ness Avenue and Broadway Street as shown on drawing SK\_2018.09.12\_BN-4
- In NE corner of Van Ness Avenue and Filbert Street as shown on drawing SK\_2018.10.22\_GF-1
- In NW corner of Van Ness Avenue and McAllister Street as shown on drawing SK\_2018.12.27\_BN-1
- In NW corner of Van Ness Avenue and Grove Street as shown on drawing SK\_2018.09.20\_BN-1

Deleted six CBs:

- In NW corner of Van Ness Avenue and Golden Gate Avenue, as per Field Memo # 285 and as shown on drawing SK\_FM\_285
- Two in NW corner of Van Ness Avenue and Geary Street, as shown on drawings CR-121 Revision 1 and SK\_20171207BN
- In SE corner of Van Ness Avenue and Jackson Street, as shown on drawing SK\_2018.06.01\_BN-1 (RFI 355)
- In NE corner of Van Ness Avenue and Pacific Avenue, as per Field Memo # 85, RFI 217, as shown on drawing SK-2018.02.14\_GF-1
- In SE corner of Van Ness Avenue and Vallejo as per Field Memo # 82 and shown on drawing SK-2019.04.30\_BN-1

.2	Additional compensation for mobilization, demobilization, traffic control, and all other related work to install seven concrete catch basins listed above in CM-09.A.1 out of sequence: 7 @ \$2,225.42 EA at the following locations: <ul style="list-style-type: none"> <li>• Turk</li> <li>• Eddy</li> <li>• O’Farrell</li> <li>• Broadway</li> <li>• Filbert</li> <li>• McAllister</li> <li>• Grove</li> </ul>	\$15,577.94
.3	Adjust the length of culvert under Bid Item SW-8 (10-INCH DIAMETER VCP CULVERT) for a net increase of 127 LF @ \$220.50 / LF. <ul style="list-style-type: none"> <li>• In NW corner of Van Ness Avenue and Turk Street, add 22 LF of 10-inch diameter VCP, as shown on drawing SK_2018.10.23_MR-1</li> <li>• In NW corner of Van Ness Avenue and Eddy Street, add 18 LF of 10-inch diameter VCP, as shown on drawing SK_2018.09.12_BN-2</li> </ul>	\$28,003.50

- In NW corner of Van Ness Avenue and Ellis Street, add 22 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.09.12\_BN-1
- In NW corner of Van Ness Avenue and O'Farrell Street, add 40 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.10.05\_MR-1
- In NW corner of Van Ness Avenue and Post Street, add 22 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.09.20\_MR-1
- In SE corner of Van Ness Avenue and Pacific Avenue, add 27 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.09.13\_BN-1
- In SE corner of Van Ness Avenue and Broadway Street, add 30 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.09.12\_BN-4
- In NE corner of Van Ness Avenue and Filbert Street, add 22 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.10.22\_GF-1
- In NW corner of Van Ness Avenue and McAllister Street, add 5 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.12.27\_BN-1
- In NW corner of Van Ness Avenue and Grove Street, add 25 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.09.20\_BN-1
- In NW corner of Van Ness Avenue and Geary Street, delete 34 LF of 10-inch diameter VCP, as shown on drawings CR-121 Revision 1 and SK\_20171207BN
- In SE corner of Van Ness Avenue and Jackson Street, delete 19 LF of 10-inch diameter VCP, as shown on drawing SK\_2018.06.01\_BN-1 (RFI 355)
- In NE corner of Van Ness Avenue and Pacific Avenue, delete 17 LF of 10-inch diameter VCP as per Field Memo # 85, RFI 217, as shown on drawing SK-2018.02.14\_GF-1
- In SE corner of Van Ness Avenue and Vallejo, delete 36 LF of 10-inch diameter VCP as per Field Memo # 82, shown on drawing SK-2019.04.30\_BN-1

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.4	Additional compensation for mobilization, demobilization, traffic control, and all other related work to install 233 LF of out of sequence 10-Inch Diameter VCP Culvert (listed above in CM-09.A.3) @ \$389.36 / LF at the following locations:	\$90,720.88
	<ul style="list-style-type: none"><li>• At Turk, 22 LF of 10-inch diameter VCP</li><li>• At Eddy, 18 LF of 10-inch diameter VCP</li><li>• At Ellis, 22 LF of 10-inch diameter VCP</li><li>• At O'Farrell, 40 LF of 10-inch diameter VCP</li><li>• At Post, 22 LF of 10-inch diameter VCP</li><li>• At Pacific, 27 LF of 10-inch diameter VCP</li><li>• At Broadway, 30 LF of 10-inch diameter VCP</li><li>• At Filbert, 22 LF of 10-inch diameter VCP</li><li>• At McAllister, 5 LF of 10-inch diameter VCP</li></ul>	

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	<ul style="list-style-type: none"> <li>• At Grove, 25 LF of 10-inch diameter VCP</li> </ul>	
.5	<p>Demo/remove a previously installed CB, 1 @ \$1,312.50 EA.</p> <p>Demolish and remove previously installed CB in NW corner of Van Ness Avenue and McAllister Street, as shown on drawing SK_2018.12.27_BN-1. All work shall be performed in accordance with Technical Specifications Section 02050: Demolition.</p>	\$1,312.50
.6	<p>Perform CCTV of additional quantity of culvert, 4 shifts @\$1,218.00 per shift</p> <p>Inspect newly constructed additional quantity of VCP at locations listed above by CCTV, as specified in Technical Specifications 02722: Sewer Systems.</p>	\$4,872.00
.7	<p>Trench and excavation support work shall be performed as specified in Technical Specifications Section 01220: Payments, under Pay Item SW-1 – Trench and Excavation Support Work, for the additional quantity of 233 LF @\$36.75 / LF at the following locations:</p> <ul style="list-style-type: none"> <li>• At Turk, 22 LF of 10-inch diameter VCP</li> <li>• At Eddy, 18 LF of 10-inch diameter VCP</li> <li>• At Ellis, 22 LF of 10-inch diameter VCP</li> <li>• At O’Farrell, 40 LF of 10-inch diameter VCP</li> <li>• At Post, 22 LF of 10-inch diameter VCP</li> <li>• At Pacific, 27 LF of 10-inch diameter VCP</li> <li>• At Broadway, 30 LF of 10-inch diameter VCP</li> <li>• At Filbert, 22 LF of 10-inch diameter VCP</li> <li>• At McAllister, 5 LF of 10-inch diameter VCP</li> <li>• At Grove, add 25 LF of 10-inch diameter VCP</li> </ul>	\$8,562.75
.8	<p>Provide survey support, quantity of 20 HR @\$355.00 / HR</p> <p>Provide survey lines and grades for construction of the added catch basins and added culverts as listed above. Survey work shall comply with Technical Specifications Section 01317: Field Engineering.</p>	\$7,100.00
.9	<p>Provide Quality Control Services, Lump Sum</p> <p>Provide quality control for all additional sewer system work as specified in Technical Specifications Section 02722: Sewer Systems.</p>	\$7,687.98
.10	<p>Increase the quantity of hot mix asphalt as specified under Bid Item RD-1 (HOT MIX ASPHALT (TYPE A, ½-INCH MAXIMUM WITH MEDIUM GRADING)), 1.8 tons @ \$185.79 / ton for the following locations</p> <ul style="list-style-type: none"> <li>• At SW corner of Van Ness Avenue and Hayes Street, replace existing cracked parking strip to the next existing joint and match new conform</li> </ul>	\$334.42

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	limit per revised drawing CR-106.2, Revision 2. Remove and replace existing hot mix asphalt, for a total quantity of 0.7 ton.	
	<ul style="list-style-type: none"><li>• At NW corner of Van Ness Avenue and Hayes Street, replace existing gutter and cracked bus pad to the next existing joint and match new conform limit per revised drawing CR-107, Revision 4. Remove and replace existing hot mix asphalt, for a total quantity of 0.7 ton.</li><li>• At SW corner of Van Ness Avenue and Grove Street, replace existing cracked parking strip to the next existing joint and match new conform limit per revised drawing CR-108, Revision 4. Remove and replace existing hot mix asphalt, for a total quantity of 0.4 Ton.</li></ul>	
.11	Increase the quantity of 12-inch thick concrete base as specified under Bid Item RD-4 (12-INCH THICK CONCRETE BASE), 94 SF @ \$26.02 / SF	\$2,445.88
	<ul style="list-style-type: none"><li>• In SW corner of Van Ness Avenue and Hayes Street, remove and replace existing 12-inch thick concrete base under existing hot mix asphalt, for a total quantity of 38 SF per revised drawing CR-106.2, Revision 2.</li><li>• In NW corner of Van Ness Avenue and Hayes Street, remove and replace existing 12-inch thick concrete base under existing hot mix asphalt, for a total quantity of 36 SF per revised drawing CR-107, Revision 4.</li><li>• In SW corner of Van Ness Avenue and Grove Street, remove and replace existing 12-inch concrete base under existing hot mix asphalt, for a total quantity of 20 SF per revised drawing CR-108, Revision 4.</li></ul>	
.12	Increase the quantity of 10-inch thick concrete pavement, parking strip and gutter as specified under Bid Item RD-5 (10-INCH THICK CONCRETE PAVEMENT, PARKING STRIP AND GUTTER), 192 SF @ \$29.18 / SF	\$5,602.56
	<ul style="list-style-type: none"><li>• In SW corner of Van Ness Avenue and Hayes Street, remove and replace existing 10-inch thick concrete parking strip, for a total quantity of 113 SF per revised drawing CR-106.2, Revision 2.</li><li>• In NW corner of Van Ness Avenue and Hayes Street, remove and replace existing 10-inch thick concrete gutter, for a total quantity of 20 SF per revised drawing CR-107, Revision 4.</li><li>• In SW corner of Van Ness Avenue and Grove Street, remove and replace existing 10-inch concrete parking strip, for a total quantity of 59 SF per revised drawing CR-108, Revision 4.</li></ul>	
.13	Increase the quantity of 10-inch thick reinforced concrete bus pad as specified under Bid Item RD-6 (10-INCH THICK REINFORCED CONCRETE BUS PAD (PER SFDPW STANDARD PLAN 96,607)), 100 SF @ \$41.28 / SF	\$4,128.00

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	<ul style="list-style-type: none"> <li>In NW corner of Van Ness Avenue and Hayes Street, remove and replace existing 10-inch thick concrete reinforced concrete bus pad, for a total quantity of 100 SF per revised drawing CR-107, Revision 4.</li> </ul>	
.14	<p>Increase the quantity of six-inch wide concrete curb as specified under Bid Item RD-8 (6-INCH WIDE CONCRETE CURB), 36 LF @ \$19.24 / LF</p> <ul style="list-style-type: none"> <li>In SW corner of Van Ness Avenue and Hayes Street, construct a new six-inch wide concrete curb, for a total quantity of 19 LF per revised drawing CR-106.2, Revision 2.</li> <li>In NW corner of Van Ness Avenue and Hayes Street, construct a new six-inch wide concrete curb, for a total quantity of 7 LF per revised drawing CR-107, Revision 4.</li> <li>In SW corner of Van Ness Avenue and Grove Street, construct a new 6-inch wide concrete curb, for a total quantity of 10 LF per revised drawing CR-108, Revision 4.</li> </ul>	\$692.64
.15	<p>Increase the quantity of integral color sidewalk as specified under Bid Item LA-6 (INTEGRAL COLOR SIDEWALK REPAVING (BULBOUTS AND CITY-OWNED UTILITIES), 370 SF @ \$18.49 / SF</p> <ul style="list-style-type: none"> <li>In SW corner of Van Ness Avenue and Hayes Street, construct new sidewalk, for a total quantity of 125 SF per revised drawing CR-106.2, Revision 2.</li> <li>In NW corner of Van Ness Avenue and Hayes Street, construct new sidewalk, for a total quantity of 73 SF per revised drawing CR-107, Revision 4.</li> <li>In SW corner of Van Ness Avenue and Grove Street, construct new sidewalk, for a total quantity of 172 SF per revised drawing CR-108, Revision 4.</li> </ul>	\$6,841.30
.16	<p>Allowance to Provide Additional Traffic Control, OCS Local Isolation, and OCS Support</p> <p>This allowance is for furnishing all labor, material, and equipment for local isolation, other OCS support work, and related traffic control associated with local isolation required during construction of seven additional CBs, 233 LF of 10-inch diameter VCPs, and additional roadway work as listed above.</p>	\$100,000.00
<b>CM-09.B</b>	<p>Additional cost for grading curb ramps, sidewalks and parking strips located north of McAllister, comprising approximately 336,000 SF @\$0.95 / SF.</p> <p>Additional cut and fill of subgrade required after demolition of existing sidewalks and parking strips to comply with revised elevations and slope changes of final curb ramps, sidewalks, and parking strips which were changed to comply with Americans with Disabilities Act at all locations along Van Ness Avenue, as shown in PCC #16 drawings and pursuant to RE Letter No # 1105</p>	\$319,200.00

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R1, dated July 11, 2019. All grading work shall comply with Technical Specifications Section 02200: Earthwork and Standard Specification Section 200: Preparation and Compaction of Subgrades.

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**2. Add the following Contract Bid Items:**

For CM-09, following new Pay Items are added:

<b>New Pay Item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extension</b>
CM-09.A.1	Increase Net Quantity of Pay Item SW-30	1	EA	\$4,539.71	\$ 4,539.71
CM-09.A.2	Additional Compensation to Install CB Out of Sequence	7	EA	\$2,225.42	\$15,577.94
CM-09.A.3	Increase Quantity of Pay Item SW-8	127	LF	\$220.50	\$28,003.50
CM-09.A.4	Additional Compensation to install 10-Inch Diameter VCP Culvert	233	LF	\$389.36	\$90,720.88
CM-09.A.5	Demo/Remove Previously Installed CB	1	EA	\$1,312.50	\$1,312.50
CM-09.A.6	Perform CCTV of Additional Quantity of Culvert	4	Shift	\$1,218.00	\$4,872.00
CM-09.A.7	Increase Trench and Excavation Support Work of Pay Item SW-1	233	LF	\$36.75	\$8,562.75
CM-09.A.8	Provide Survey Support	20	HR	\$355.00	\$7,100.00
CM-09.A.9	Provide Quality Control Services	N/A	LS	\$7,687.98	\$7,687.98
CM-09.A.10	Increase Quantity of Pay Item RD-1	1.8	Ton	\$185.79	\$334.42
CM-09.A.11	Increase Quantity of Pay Item RD-4	94	SF	\$26.02	\$2,445.88
CM-09.A.12	Increase Quantity of Pay Item RD-5	192	SF	\$29.18	\$5,602.56
CM-09.A.13	Increase Quantity of Pay Item RD-6	100	SF	\$41.28	\$4,128.00
CM-09.A.14	Increase Quantity of Pay Item RD-8	36	LF	\$19.24	\$692.64



<b>New Pay Item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extension</b>
CM-09.A.15	Increase Quantity of Pay Item LA-6	370	SF	\$18.49	\$6,841.30
CM-09.A.16	Allowance for Additional Traffic Control, OCS Local Isolation, and OCS Support	N/A	AL	\$100,000.00	\$100,000.00
CM-09.B	Additional Cost of Grading Curb Ramps, Sidewalks and Parking Strips	336,000	SF	\$0.95	\$319,200.00
<b>Subtotal CM-09:</b>					<b>\$607,662.06</b>
<b>Fixed Fee, per GC 6.04.C.3:</b>					<b>\$25,381.10</b>
<b>Contract Modification 9 Total:</b>					<b>\$633,003.16</b>
<b>Previous Contract Total:</b>					<b>\$214,815,176.64</b>
<b>New Revised Contract Total:</b>					<b>\$215,448,179.80</b>

Total Contract Time added by this Contract Modification:	<b>None</b>
Previous Contract Substantial Completion Date:	<u>07/21/2020</u>
Current Contract Substantial Completion Date:	<u>07/21/2020</u>

3. This Modification is made in accordance with Articles 6 and 7 of the Contract General Provisions.
4. Except as provided herein, all previous terms and conditions of the Contract remain unchanged.

Attachments:

Sewer Sketches for CM-09.A.1 thru CM-09.A.9

Roadway Sketches for CM-09.A.10 thru CM-09.A.15

RE Letter # 1105 R1 with PCC #016 Drawings for CM-09.B

In Witness Whereof, the SFMTA has executed this Modification in San Francisco, California as of this date:\_\_\_\_\_.

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

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

Authorized By:

San Francisco Municipal Transportation Agency

Board of Directors  
Resolution No. \_\_\_\_\_  
Adopted: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Secretary, SFMTA Board of Directors

Approved as to Form:

Dennis J. Herrera, City Attorney

By:\_\_\_\_\_

Robin M. Reitzes  
Deputy City Attorney

ENCLOSURE 3

Van Ness Corridor Transit Improvement Project  
 San Francisco Municipal Railway Contract No. 1289  
 Project Budget and Financial Plan

Project Budget (by Type of Work)	Amount
Core Bus Rapid Transit (BRT)	\$185.5 M
Water Line Replacement	\$26.8 M
Sewer Replacement	\$20.6 M
SFGo Traffic Signals	\$24.6 M
Muni Forward	\$4.3 M
Emergency Firefighting System Replacement	\$6.2 M
Bus Procurement	\$4.0 M
Bus Power Overhead Contact System and Pole Replacement	\$30.3 M
Lighting Replacement	\$13.0 M
Green Infrastructure	\$1.2 M
Total	\$316.4 M

Project Budget (by Phase)	Amount
Environmental	\$6.0 M
Conceptual Engineering	\$8.9 M
Detailed Design	\$15.9 M
Construction	\$281.7 M
Total	\$316.4 M

Funding Sources	Amount
FTA 5309 Small Starts	\$74,999,999
Active Transportation Program	\$4,058,000
California Pacific Medical Center Contribution	\$5,000,000
Central Freeway Parcel Revenues	\$12,654,135
FTA 5307 Formula Funds	\$3,980,000
FTA 5309 State of Good Repair Funds	\$23,871,440
FTA Congestion Mitigation and Air Quality	\$20,000,000
PPM: Planning, Programming and Monitoring funds	\$197,907
Prop B Population based General Fund Set Aside	\$8,134,232
Prop K Sales Tax	\$44,898,444
PUC Local Funds	\$61,543,618
SFMTA Series 2013 Revenue Bonds	\$1,765,751
SFMTA Series 2016 Revenue Bonds	\$48,000,000
State Highway Operation and Protection Program (SHOPP)	\$7,304,868
TOTAL	\$316,408,394

