

THIS PRINT COVERS CALENDAR ITEM NO. : 10.6

**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. 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction Inc., as the lowest responsive and responsible bidder, to construct safety, accessibility, transit, and streetscape improvements, in the amount of \$5,245,209, and for a term of 240 days.

SUMMARY:

- The Balboa Park Station Area and Plaza Improvements Project, includes pedestrian safety upgrades, transit reliability and safety improvements, streetscape amenities, and accessibility upgrades around the Balboa Park Station.
- Four bids were received and publicly opened. NTK Construction, is the responsible bidder that submitted the lowest responsive bid.
- Funding for construction services under this Contract is provided by federal and local sources.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget and Financial Plan
3. SFMTA Resolution No. 14-041 - <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. Balboa Park Station Area Plan Final EIR - <http://www.sf-planning.org/index.aspx?page=1745>
5. Balboa Park Infrastructure Improvement - Categorical Exemption

APPROVALS:

DATE

DIRECTOR _____ 8/10/15

SECRETARY _____ 8/10/15

ASSIGNED SFMTAB CALENDAR DATE: August 18, 2015

PAGE 2.

PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute SFMTA Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction Inc., as the lowest responsive and responsible bidder, to construct safety, accessibility, transit, and streetscape improvements, for an amount not to exceed \$5,245,209 and for a term of 240 calendar days.

GOAL

The work to be performed under Contract No. 1274 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.
 - 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.
 - Objective 2.3 Increase use of all non-private auto modes.

- 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.

DESCRIPTION

Background:

Balboa Park Station is one of the busiest intermodal transit facilities in the region, serving more than 24,000 passengers daily with four BART lines, multiple Muni bus routes, and three light rail lines. The station area attracts many transit riders and pedestrians as it resides in a busy residential neighborhood with many employment, recreational, and educational facilities. It is within walking distance to Balboa Park, Lick Wilmerding High School, Denman Middle School, Balboa High School, and the City College of San Francisco.

However, due to its location at the I-280 interchange and current configuration, there are many conflicts with auto traffic, bus operations, and pedestrian crossings, posing safety issues and negatively impacting transit operations.

PAGE 3.

As part of its Better Neighborhoods 2002 program, the San Francisco Planning Department launched a new transportation vision for the neighborhood surrounding the Balboa Park Station. Subsequently, the Balboa Park Station Area Plan was adopted by the San Francisco Board of Supervisors in 2009. It serves as the template for all development activities in the area by public agencies, and it guides those to be undertaken by private entities, as well.

In October 2012, the Balboa Park Station Capacity and Conceptual Engineering Study was completed by Jacobs Engineering. The goal was to refine and advance the Balboa Park Station Area Plan from a vision to a concrete reality that improves the lives of those living, working and traveling through this busy crossroad in the city.

The Balboa Park Station Area and Plaza Improvements Project (Project), flows from the improvements identified in the Final Balboa Park Station Capacity Study. The Station Capacity Study studied short-to-medium term projects benefiting the entire Balboa Park station area and community. The Project concentrates on various basic safety and accessibility improvements recommended by the study for which a high degree of policymaker and community support exists and which can be undertaken in a relatively short period of time.

When the Project was initiated, it included a suite of improvements to the station area, including sidewalk widening, accessibility improvements, pedestrian-scale lighting, and wayfinding signs. It was then determined that additional improvements should be added to the Project, which included relocation of two trolley poles to alleviate the pinch points at the Muni Metro J/K walkway, additional sidewalk widening and accessibility improvements in the area. These improvements also were supported by the Transit Effectiveness Project.

During design, other project integration opportunities arose, which combined the Balboa Park Station Access and Safety Project with the Balboa Park Station Area and Plaza Improvements Project with additional funding available from a Safe Routes to Transit Grant. To improve train operations entering and exiting the Green Light Rail Center on Ocean Avenue, the Project also incorporated a fully automated train signal interlock upgrade at Ocean and I-280 Intersection.

The SFMTA Board approved Resolution No. 15-097 on June 16, 2015, which included parking and traffic modifications to implement a new transit-only lane and a left turn lane along the 8-Bayshore Muni transit corridor, and amending the Transportation Code, Division II, Section 601 to designate a transit-only lane at all times on Geneva Avenue between Delano Avenue and the I-280 overpass in the outbound/westbound direction only. The parking and traffic modifications are being implemented as part of the Balboa Park Station Area and Plaza Improvements Project.

Scope of Contract:

The main scope of the Project includes:

- Widening the sidewalk, reconfiguring and resurfacing the street on Geneva Avenue between San Jose Avenue and the I-280 northbound on-ramp.
- Relocating the median island to the south to add a new red transit-only lane with concrete bus pads for westbound traffic on Geneva between Delano Avenue and the I-280 on/off ramp. The median island will be widened and landscaped with irrigation.
- Installation of pedestrian-scale lighting and wayfinding signs in the area.
- Relocation of two trolley poles supporting the overhead contact system inside the Green Light Rail Center.
- Installation of flashing beacons at Ocean Avenue/I-280 southbound off-ramp.
- Installation of a new vital processor interlocking (VPI) control system to upgrade the LRV signal system at Ocean Avenue and I-280, which includes relocation of the traffic signal and train controller.
- Accessibility improvements with curb ramp installation at Ocean and the I-280 off-ramp, along Ocean Avenue where trains enter and exit the Green Light Rail Center, and at the entrance to the parking garage on San Jose Avenue.
- Installation of a new pedestrian phase crossing on the south side of the Ocean Avenue/I-280 northbound on-ramp where Muni trains enter and exit the Green Light Rail Center.

The time allotted to substantially complete construction of the Project is 240 days from the date of the written Notice to Proceed. The Contractor shall complete all remaining work within 120 days from substantial completion, with the exception of the maintenance of the Geneva Avenue landscaped median. The Contractor shall maintain the landscaping for 720 days after substantial completion, after which time SF Public Works will take over that responsibility. Liquidated damages are \$2,000 per day of delay to substantially complete construction and \$500 per day of delay in final completion of all remaining Contract work, excluding the two-year maintenance work.

Bids Received:

On April 16, 2015, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1274 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 June 11, 2015, the SFMTA received and publicly opened four bid proposals as follows:

	Bidders	Bid Amount
1	NTK Construction, Inc.	\$5,245,209
2	DMZ Transit	\$6,548,620
3	Gordon N. Ball, Inc.	\$6,562,259
4	Proven	\$6,731,960

PAGE 5.

A review of the bid documents indicated that the apparent low bidder, NTK Construction, is the responsible bidder that submitted the lowest responsive bid.

The engineer’s estimate for the work was \$5,101,540. The bid submitted by NTK Construction Inc. is three percent above the engineer’s estimate. Staff concluded that the current strong market for qualified contractors caused the bids to exceed the engineer's estimate.

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. NTK Construction listed the following subcontractors:

Subcontractor	Status	Value
CF Archibald Paving, Inc.		\$86,650
Phoenix Electric Company	SBE	\$3,060,000
CMC Traffic Control	SBE	\$224,000
Bauman Landscape	SBE	\$340,150

The Contract Compliance Office reviewed the bid proposals and confirmed that NTK Construction, Inc. will meet the Small Business Enterprise (SBE) participation goal of 20% and the SBE set aside goal of 100% for Landscaping and Traffic Control work established for this contract, and has committed to meeting the non-discrimination equal employment requirements of the contract.

PUBLIC OUTREACH

The elements of this project were previously identified in the Balboa Park Station Area Plan (2008), the Balboa Park Station Pedestrian and Bicycle Connection Project (2009), and the Balboa Park Station Capacity and Conceptual Engineering Study (2012), all of which involved robust community engagement efforts. As such, this project piggy-backed on those efforts and further engaged the community during the design process, primarily through the Balboa Park Station Community Advisory Committee (CAC). The SFMTA made three presentations to the CAC, and hosts the CAC web page on the SFMTA website. In addition, SFMTA staff distributed mailings regarding the transit only lanes on Geneva to residents and neighbors living within a one block radius of Geneva and Delano Avenues. Overall, meeting attendees, residents, and neighbors expressed general support for the project as a whole, including the new transit-only lane. No opposition to the transit-only lane and parking and traffic modifications was raised. Finally, the project is identified in the Ocean Avenue Corridor Plan, which had five community events between March 2014 through February 2015, offering another venue to notify the public of the project and to ensure that the community efforts are integrated and complementary.

PAGE 6.

ALTERNATIVES CONSIDERED

Staff held discussions with Muni Maintenance staff concerning whether the work should be done by in-house staff. The preference was to have a contractor perform the work because a contractor will have greater resources to complete the work in a timely manner with minimal impact to Muni Operations. Staff determined that contracting out the work was the best alternative.

The SFMTA also considered not moving forward with the 8-Bayshore transit improvements until all of the other Muni Forward improvements for the 8-Bayshore corridor are ready for implementation. However, since the proposals under Muni Forward and the elements of the Balboa Park Station Area and Plaza Improvement Project share very similar goals and are largely complimentary, the SFMTA elected to optimize its delivery of multiple projects and move forward with the portion of the Muni Forward 8-Bayshore proposal that correspond with the efforts of the station project and directly affect the immediate vicinity of the Balboa Park Station. In short, all of the elements included in the moderate alternative of the approved Muni Forward TTRP.8X that fall within the area of the Project, which consists of Geneva Avenue between Delano Avenue and the I-280 overpass, are included for approval at this time; all other TTRP.8X elements that exist outside the Project area will be submitted for approval at a later date. This allows patrons of Balboa Park Station to experience the improvements planned for the station area at one time, without having to wait years to benefit from other important enhancements.

FUNDING IMPACT

Funding for the Balboa Park Station Area and Plaza Improvements Project has been identified through several sources, including FTA Transit Fixed Guideway, FTA Bus Livability, Lifeline Funds, Prop K, Safe Routes to Transit, and Prop B 2011 Road Repaving and Streets Bond.

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

ENVIRONMENTAL REVIEW

There are three environmental review documents that are pertinent to approval of the Project. These documents are listed in the table below.

CEQA Environmental Document	Environmental analysis of project element(s) pertinent to the Project	Agency approving environmental document	Environmental Document Approval Action
Balboa Park Station Area Plan Final Environmental Impact Report (Balboa Park Plan FEIR)	Fully analyzed pedestrian safety and accessibility elements in the Balboa Park Station Area Plan.	San Francisco Planning Department (Planning Department)	FEIR Certified in San Francisco Planning Commission Motion No. 17774 on December 4, 2008 (see below for subsequent SFMTA Board actions)
Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR)	The 8 Bayshore Muni transit corridor improvements on Geneva Avenue between Delano Avenue and I-280 On/Off ramp.	Planning Department; SFMTA	FEIR certified in San Francisco Planning Commission Motion No. 17774 on March 27, 2014; SFMTA Board Resolution No. 14-041 on March 28, 2014.
Balboa Park Station Categorical Exemption	Misc. Improvements Sidewalk widening – Geneva Avenue Accessibility – Ocean Ave. Pedestrian-scale lighting Pedestrian flashing beacons Wayfinding signs Left turn lane – westbound Geneva near I-280 ramps Tow-away signage VPI control system improvements for LRVs using existing track junction adjacent to the Balboa Park Station	SFMTA, with the concurrence of the Planning Department.	SFMTA issued the categorical exemption on Feb. 2, 2015, and the Planning Department concurred on August 7, 2015. [Case No. 2015-002235ENV]

The SFMTA Board of Directors is required to adopt CEQA Findings for the Balboa Park Station Area Plan FEIR, which includes rejecting alternatives identified in the FEIR as infeasible and adopting a statement of overriding considerations because the project is modifying several intersections identified in the Balboa Park Final EIR that were found to have significant and unavoidable impacts in the FEIR.

PAGE 8.

The 8 Bayshore Muni transit corridor improvements on Geneva Avenue between Delano Avenue and I-280 On/Off ramp were analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), which was certified by the San Francisco Planning Commission on March 27, 2014 in Motion 19105. Subsequently on March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved the TEP FEIR, including various Service-Related Capital Improvements (SCI) and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. The 8 Bayshore Muni transit corridor improvements include elements of the SCI and TTRP projects. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

Balboa Park Station Categorical Exemption

On February 2, 2015, the SFMTA issued a categorical exemption for various infrastructure (sidewalk, roadway, lighting and signage) improvements at and in the vicinity of the Balboa Park BART station and related SFMTA facilities. This categorical exemption was modified to include additional improvements to the Light Rail Vehicle (LRV) signaling system to provide a new VPI control system to improve safety and efficiency for LRVs using the existing track junction and crossings to enter and exit Muni Metro tracks adjacent to the Balboa Park Station. The Planning Department concurred with the Categorical Exemption as modified on August 7, 2015.

This calendar item is an Approval Action for this CEQA determination under Chapter 31 of the SF Administrative Code.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

Caltrans will have to approve the designs for the elements of the project that are in the proximity of the I-280 on- and off-ramps in order to issue an encroachment permit.

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. 1274, Balboa Park Station Area and Plaza Improvements Project, to NTK Construction Inc., as the lowest responsive and responsible bidder, to construct safety, accessibility, transit, and streetscape improvements, in the amount of \$5,245,209, and for a term of 240 days.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Balboa Park Station Area and Plaza Improvements project (Project), coordinated with Muni Forward, includes pedestrian safety upgrades, transit reliability and safety improvements, streetscape amenities, and accessibility upgrades around the Balboa Park Station, which is bordered by Geneva Avenue, San Jose Avenue, Ocean Avenue, and I-280; and,

WHEREAS, On April 16, 2015, the Director of Transportation notified the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors that he had authorized a bid call for Contract No. 1274 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 June 11, 2015, the SFMTA received and publicly opened four bid proposals in response to the invitation for bids; and,

WHEREAS, On June 16, 2015, the SFMTA Board approved parking and traffic modifications to implement a new transit-only lane and a left turn lane along the 8-Bayshore Muni transit corridor, and amended the Transportation Code, Division II, Section 601 to designate a transit-only lane at all times on Geneva Avenue between Delano Avenue and the I-280 overpass in the outbound/westbound direction only; such traffic changes are part of the scope of work of the Project; and,

WHEREAS, The SFMTA determined that NTK Construction Inc., the low bidder, is the lowest responsive and responsible bidder, with a bid of \$5,245,209; and,

WHEREAS, The Contract Compliance Office reviewed the bid proposals and confirmed that NTK Construction, Inc. will meet the Small Business Enterprise (SBE) participation goal of 20 percent and the SBE set aside goal of 100 percent for landscaping and traffic control work established for this contract and has committed to meeting the non-discrimination equal employment requirements of the contract; and,

WHEREAS, Work under Contract No. 1274 will be funded by federal and local sources; and,

WHEREAS, The Project was analyzed in the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; and,

WHEREAS, On March 28, 2014, in Resolution No. 14-041, the SFMTA Board of Directors approved the TEP FEIR, adopted findings under CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), all of which are incorporated by reference here as though fully set forth; and,

WHEREAS, The TEP FEIR included various Service-Related Capital Improvements (SCI) and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; the 8 Bayshore Muni transit corridor improvements include elements of the SCI and TTRP projects; and

WHEREAS, The SFMTA Board of Directors finds that no substantial changes have occurred in the project proposed for approval under this Resolution that will require revisions in the TEP FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the project proposed for approval under the Resolution are undertaken which will require major revisions to the TEP FEIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the TEP FEIR and no new information of substantial importance to the project as proposed for approval in the Resolution has become available which indicates that (1) the project will have significant effects not discussed in the TEP FEIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measure or alternatives found not feasible which would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives which are considerably different from those in the TEP FEIR would substantially reduce one or more significant effects on the environment; now, therefore, be it

WHEREAS, The Project was substantially analyzed in the Final Environmental Impact Report for the Balboa Park Station Area Plan (Balboa Park Final EIR), which was certified by the San Francisco Planning Commission in Motion No. 17774 on December 4, 2008 after a duly noticed public meeting (Case No. 2004.1059E) and found that the Balboa Park Final EIR reflected the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Balboa Park Final EIR was prepared, publicized and reviewed comply with the provisions of the California Environmental Quality Act ("CEQA") (California Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Sections 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code; and,

WHEREAS, The SFMTA has reviewed and considered the Balboa Park Final EIR and the environmental documents on file referred to herein; the SFMTA has reviewed and considered the CEQA Findings adopted by the Planning Commission in support of the approval of the Balboa Park Station Area Plan Amendments, including the mitigation monitoring and reporting program and the statement of overriding considerations, and hereby adopts as its own and incorporates the CEQA Findings contained in Planning Commission Motion No. 17775 by reference as though such findings were fully set forth in this Resolution; and,

WHEREAS, On August 7, 2015, the San Francisco Planning Department concurred in the SFMTA's determination that certain elements of the proposed project that were not analyzed in the Balboa Park Final EIR are exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301 as a Class 1 (Existing Facilities) categorical exemption; and,

WHEREAS, These CEQA-related documents have been made available to the SFMTA and may be found in the files of the Planning Department, as the custodian of records, at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, Based on this Planning Department determination, the SFMTA Board of Directors finds that no substantial changes have occurred in the project proposed for approval under this Resolution that will require revisions in the Balboa Park Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the project proposed for approval under the Resolution are undertaken which will require major revisions to the Balboa Park Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Balboa Park Final EIR and no new information of substantial importance to the project as proposed for approval in the Resolution has become available which indicates that (1) the project will have significant effects not discussed in the Balboa Park Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measure or alternatives found not feasible which would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives which are considerably different from those in the Balboa Park Final EIR would substantially reduce one or more significant effects on the environment; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute Contract No. 1274, Balboa Park Station Area and Plaza Improvements Project, with NTK Construction Inc., as the lowest responsive and responsible bidder, to construct safety, accessibility, transit, and streetscape improvements, in an amount of \$5,245,209 and for a term of 240 calendar days.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 18, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2
BALBOA PARK STATION AREA AND PLAZA IMPROVEMENTS PROJECT

San Francisco Municipal Railway Contract No. 1274

Project Budget and Financial Plan

Cost	Amount
Conceptual Engineering Phase Staff Support (SFMTA, DPW and Other Dept. Services)	\$447,831
Detail Design Phase Staff Support (SFMTA, DPW and Other Dept. Services)	\$917,000
Construction Phase Construction Contract, Contingency, and Staff Support	\$8,240,655
Total Cost	\$9,605,486

Funding	Amount
FTA Formula Funds	\$4,375,399
Proposition K Sales Tax	\$2,192,087
Prop B 2011 Road Repaving and Streets Bond	\$968,000
State Infrastructure Bonds	\$1,460,000
Transportation and Streets Infrastructure Package (TSIP)	\$30,000
FTA Bus Livability	\$265,000
Safe Routes to Transit	\$315,000
Total Funding	\$9,605,486