

**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 Modification No. 5 to Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering, to perform miscellaneous additional work, increasing the Contract amount by \$492,689.18, for a total Contract amount not to exceed \$7,712,858.98.

**SUMMARY:**

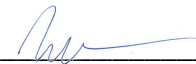
- In 2014, the SFMTA Board awarded Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, to Mitchell Engineering to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line (Contract), in the amount of \$3,521,115, and for a term of 240 days to substantial completion.
- The Contract has been amended four times, increasing the Contract amount by \$3,699,054.80, for a current Contract amount of \$7,220,169.80, and extending the term by 592 days, to 832 days to substantial completion.
- This Modification includes costs associated with rail isolation, additional excavation, demolition, and modification needed for sewer work, traffic signal wiring, additional electrical conduit installation, procuring missing track components, replacement of damaged manhole and relocation of new manhole, temporary adjustment of the overhead contact wire heights, additional street base repair work, disposal of hazardous materials, adjustment to pole foundation due to unforeseen site condition, and realignment of track due as a result of alignment adjustments.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Contract Modification No. 5
3. Project Budget & Financial Plan
4. Environmental Review documents

**APPROVALS:**

**DATE**

DIRECTOR  \_\_\_\_\_

November 12, 2019  
\_\_\_\_\_

SECRETARY  \_\_\_\_\_

November 8, 2019  
\_\_\_\_\_

**ASSIGNED SFMTAB CALENDAR DATE:** November 19, 2019

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**PURPOSE**

The purpose of this calendar item is to authorize the Director of Transportation to execute Modification No. 5 to Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, with Mitchell Engineering, to perform miscellaneous additional work, increasing the Contract amount by \$492,689.18, for a total Contract amount not to exceed \$7,712,858.98.

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

The work to be performed under Contract No. 1236R supports the following SFMTA Strategic Plan Goals and Objectives:

- 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 and land use principles
  
- Goal 3: Improve the quality of life and environment in San Francisco and the region
  - Objective 3.2 Advance policies and decisions in support of sustainable transportation and land use principles
  - Objective 3.4 Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change
  - Objective 3.5 Achieve financial stability for the agency

The work to be performed under Contract No. 1236R supports the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
  
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

**DESCRIPTION**

Over the past decade or so, the Mission Bay neighborhood has been transformed—with new service demand to the ballpark, the newly opened Chase Center Area and UCSF Benioff Hospital. In order to respond to the anticipated future demand and to continue to provide service to the Bayview Hunters Point neighborhoods, the T Third project was originally designed to include a loop at from Third St. at 18th Street to Third St. at 19th St. via Illinois Street (Mission Bay Loop). As part of the T Third project in 2003, the Agency was able to proceed with partial construction of the tracks on

## **PAGE 3.**

18th and 19th Streets project. Later identified funding enabled the Agency to complete construction of the Loop.

When fully constructed, the Mission Bay Loop (the Project) will provide turn-around capabilities for the T-Third light rail line through a connection from Third Street to 18th, Illinois, and 19th Streets. The Loop will afford the southbound train the ability to turn left on 18th Street, travel around the block via Illinois Street and 19th Street and make the right turn to go northbound on Third Street. The Loop will allow trains to turn around for special events (e.g., baseball games, concerts, street fairs) and during peak periods to meet the projected service needs in the Central Subway Corridor, including the Chinatown, Mission Bay, and South of Market (SOMA) neighborhoods.

Allowing half of the trains on the T Third line to turn around at the Loop will not affect performance for residents of the Bayview Hunters Point neighborhoods and those living along the 3rd Street corridor because additional train capacity will be added to the turn-around route as part of the Central Subway Project. As mentioned above, the SFMTA constructed the turnouts from Third Street in 2003 and completed signal system testing in 2006. The turnouts extended over two-thirds of the block on 18th and 19th Streets towards Illinois Street. The new trackwork for the Loop connect these turnouts from 18th Street to Illinois Street to 19th Street.

In 2014, the SFMTA Board of Directors awarded Contract No. 1236R, Third Street Light Rail Project-Mission Bay Loop, to Mitchell Engineering, in the amount of \$3,521,115, and for a contract term of 240 days, to install trackwork, utilities, sidewalk, street lighting and traffic signal improvements necessary to complete the short line loop for the T Line.

### **Scope of the Original Contract**

Work to be performed under the Contract has included:

- Trackwork using a paved direct fixation system.
- OCS work, including trolley poles and foundations, guy wires and contact wire.
- Roadway, sidewalk and curb ramp work, including asphalt concrete grinding and paving.
- Vehicle tagging system (VTS) work, including loops, conduit, pull boxes, ground rods, wire and cable, cabinets and bollards.
- Rail bonding.
- Streetlighting work, including conduit, pull boxes, ground rods, and wire.
- Traction power work, including conduit and cable.
- Traffic signal work, including poles, mast arms, signals, conduits, pull boxes, wire and cable, controllers and bollards.
- Sewer work, including force and gravity mains, steel casings, culverts, manholes and catch basins.

**Prior Contract Modifications**

On January 8, 2018, the Director of Transportation approved Contract Modification No. 1 in the amount of \$667,065.77 for sewer system work under Illinois Street and added noise and dust monitoring requirements as recommended by a Storm Water Pollution and Prevention Plan from the Port of San Francisco, which has overall jurisdiction over the Project site, and as requested by a local pre-school that is close to the Project site.

On April 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180417-062, which approved Contract Modification No. 2, extending the Contract term by 502 days and increasing the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77. This was due to (1) a Stop Work Order issued by the State Court of Appeals because of a pending lawsuit, and (2) delay in ratifying a Memorandum of Understanding between San Francisco Public Works (SFPW), the Port of San Francisco, and the SFMTA regarding work on Port property. Modification No. 2 also added two subcontractors, W. Bradley Electric and Reliance Engineering, due to public necessity as authorized under Public Contract Code Section 4109.

On July 17, 2018, the SFMTA Board of Directors adopted Resolution No. 180717-102, approving Contract Modification No. 3 for \$1,744,867.67, for a total amount not to exceed \$6,392,788.44. Under this Modification, the Contractor designed and installed a duct bank along Illinois Street between 16th Street and 23rd Street for the SFPUC's Bay Corridor Electrical Power Transmission and Distribution Project, to provide a power distribution system for electricity users along the eastern waterfront. This duct bank goes directly through the SFMTA's Project limits. Contract Modification No. 3 also increased the term of the Contract by 90 days.

On September 4, 2018, the SFMTA Board of Directors adopted Resolution No. 180904-123 rescinding Modification No. 3 and approving Modification No. 3R. At the time the SFMTA Board of Directors approved Contract Modification No. 3, staff had not analyzed any time impacts of the duct bank. The Contractor felt that the original release in the Modification No. 3 was too broad. Under Modification No. 3R, the Contractor released the City for compensation for the direct costs of design and all costs for construction, but any time extension and associated costs related to design of the duct bank were reserved for a future modification.

On June 18, 2019, the SFMTA Board of Directors adopted Resolution No. 190618-072, approving Contract Modification No. 4 for \$827,381.36, for a total Contract amount not to exceed \$7,220,169.80. The Modification included costs associated with installation of a revised sewer alignment due to a PG&E utility vault conflict, relocation and adjustment of four vitrified clay pipe due to a PG&E duct bank, upgrade of existing catch basins at the intersection of 19<sup>th</sup> St. and Illinois St. to meet the current SFPW standard, additional continuous noise and vibration monitoring, increasing the thickness of the sidewalk at the entrance to Crane Cove Park to support increased loading capacity from construction equipment, resolution of track resistance circuit issues, and modification of the existing signal rail to meet acceptable track resistance standards.

### **Current Modification**

Modification No. 5 increases the Contract amount by \$491,654.18, for a total Contract amount not to exceed \$7,711,823.98. The Modification includes costs associated with rail isolation, additional excavation, demolition, and modifications for sewer work, traffic signal wiring, additional electrical conduit installation, procuring missing track components, replacement of damaged manhole and relocation of a new manhole, temporary adjustment of the overhead contact wire heights, additional street base repair work, disposal of hazardous materials, adjustment of a pole foundation due to unforeseen site conditions, and realignment of track.

The SFMTA Contract Compliance Office has reviewed this Contract Modification No. 5 and has determined that it is consistent with the Small Business Enterprise (SBE) participation goals of 25% established for the Contract.

### **CONTRACTOR SAFETY RECORD**

There were no “serious” or “willful” CalOSHA recordable violations during the construction of this project.

### **TRANSIT IMPACT**

Upon completion of the project, transit service will be more reliable and accessible. The additional rail isolation work is necessary to ensure reliability of the train detection system. Resolving the sewer and manhole issues prior to the track installation will reduce impacts to transit service. There has been no impact to transit service because trains did not use this loop as part of their regular revenue route.

### **STAKEHOLDER ENGAGEMENT**

Prior to the original award of this contract, local residents and businesses were contacted and have been kept informed about construction progress throughout the duration of this Project. The SFMTA staff reviewed transit impacts with Transit Service and Maintenance-of-Way. There was no additional outreach done for this contract modification.

### **ALTERNATIVES CONSIDERED**

There is no alternative for the rail isolation work. The rail isolation work is necessary to ensure the automatic train control system functions properly. As for the additional work related to the sewer, manholes, street paving, electrical conduit, and overhead wire, there are no alternatives to resolving these issues other than performing the change order work prior to completing the track installation. If the electrical conduit work had been postponed to a later time, the future work would impact transit service.

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## **FUNDING IMPACT**

Contract Modification No. 5 of Contract No. 1236R is part of the Third Street Light Rail Project – Mission Bay Loop, which has a total approved budget of \$20.4 million. The contract is fully funded by Proposition K sales tax local funds administered by the San Francisco County Transportation Authority, the Series 2015B SFMTA General Obligation Bond, the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) created by Proposition 1B, the formula-based Low Carbon Transit Operations Program passed from California Climate statute AB32, Population Baseline transfers approved by San Francisco voters in 2014, the federal Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program, and local sources.

## **ENVIRONMENTAL REVIEW**

The Mission Bay Loop Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1. The EIR/EIS was certified by the City in 1998 and the Record of Decision (ROD) for this project was issued in 1999. On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the California Environmental Quality Act (CEQA) Guidelines for the Project. An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013. Finally, on August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines. A citizens' group challenged the Planning Department's determination in court, but the Superior Court, and on appeal, the Court of Appeal, ruled in favor of the City. Some of the work included in Contract Modification No.5 is within the scope of the Mission Bay Loop Project Final EIR/EIS and 2013 Finding of No Significant Impact.

Some of the work included in Contract Modification 5 is part of a project that received a Categorical Exemption (Case Number 2016-007195ENV) from CEQA from the San Francisco Planning Department on February 1, 2017. CEQA provides a categorical exemption from environmental review for new construction or conversion of small structures as defined in Title 14 of the California Code of Regulations Sections 15303.

All environmental documents are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

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

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**RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors to authorize the Director of Transportation to execute Modification No. 5 to Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop, with Mitchell Engineering, to perform miscellaneous additional work, increasing the Contract amount by \$492,689.18, for a total Contract amount not to exceed \$7,712,858.98.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, On September 16, 2014, the SFMTA Board of Directors adopted Resolution No. 14-121, awarding Contract No. 1236R, Third Street Light Rail Project -Mission Bay Loop (the Contract), to Mitchell Engineering (Contractor), in the amount of \$3,521,115, for a term of 240 days, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line; and,

WHEREAS, On January 8, 2018, the Director of Transportation approved Contract Modification No. 1, which increased the Contract amount by \$667,065.78 for additional work to the sewer system under Illinois Street and further noise and dust monitoring requirements as dictated by a Storm Water Pollution and Prevention Plan from the Port of San Francisco; and,

WHEREAS, On April 17, 2018, the SFMTA Board adopted Resolution No. 180417-062 approving Contract Modification No. 2, which increased the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77; extended the Contract term by 502 days; and added two subcontractors, W. Bradley Electric and Reliance Engineering, due to public necessity as authorized under Public Contract Code Section 4109; and,

WHEREAS, On July 17, 2018, the SFMTA Board adopted Resolution No. 180717-102 approving Modification No. 3 to design and construct a duct bank for the San Francisco Public Utilities Commission; increasing the Contract amount by \$1,744,867.67, for a total amount not to exceed \$6,392,788.44, and extending the Contract term by 90 days; and,

WHEREAS, On September 4, 2018, the SFMTA Board adopted Resolution No. 180904-123 rescinding Modification No. 3 and approving Modification No. 3R for the same work, Contract amount, and time extension as Modification No. 3; the Contractor felt, however, that the release in Modification No. 3 was too broad; under Modification No. 3R, the Contractor released the City for compensation for the direct costs of design and all costs related to construction of the duct bank, but any time extension and associated costs related to design was reserved for a future modification; and,

WHEREAS, On June 18, 2019, the SFMTA Board adopted Resolution No. 190618-072 approving Modification No. 4; to realign a sewer line due to a PG&E vault, modify catch basin, monitor noise and vibration and perform rail isolation work, increasing the Contract amount by \$827,381.36, for a total amount not to exceed \$7,220,169.80; and,

WHEREAS, The proposed Modification No. 5 will increase the Contract amount by \$491,654.18, for a total Contract amount not to exceed \$7,711,823.98 for costs associated with rail isolation, additional sewer work, modification to manholes, street base repair, traffic signal wiring, additional electrical conduit installation, procuring missing track components, temporary adjustment of the overhead contact wire heights, disposal of hazardous materials, adjustment to pole foundation due to unforeseen site condition, and realignment of track; and,



WHEREAS, The SFMTA Contract Compliance Office has reviewed this Contract Modification No. 5 and has determined that it is consistent with the SBE participation goals of 25% established for the Contract; and,

WHEREAS, The Mission Bay Loop Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1; and,

WHEREAS, The Environmental Impact Report and Environmental Impact Statement for the Third Street Light Rail Project Phase 1 was certified by the City in 1998 and the Record of Decision for this project was issued in 1999; and,

WHEREAS, On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the California Environmental Quality Act (CEQA) Guidelines for the Project; and,

WHEREAS, An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013; and,

WHEREAS, On August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines; a citizens' group filed a lawsuit challenging the Planning Department's determination, but the San Francisco Superior Court, and on appeal, the Court of Appeal, ruled for the City; and,

WHEREAS, Some of the work included in Contract Modification No.5 is within the scope of the Mission Bay Loop Project Final EIR/EIS and 2013 Finding of No Significant Impact; and,

WHEREAS, Some of the work included in Contract Modification 5 is part of a project that received a Categorical Exemption (Case Number 2016-007195ENV) from California Environmental Quality Act (new construction or conversion of small structures as defined in Title 14 of the California Code of Regulations Sections 15303) from the San Francisco Planning Department on February 1, 2017; and,

WHEREAS, All environmental documents are on file with the Secretary to the San Francisco Municipal Transportation Agency Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors has subsequently reviewed the Mission Bay Loop Project Final Environmental Impact Report and Study and 2013 Environmental Assessment and Finding of No Significant Impact, and finds that the Mission Bay Loop Project Final EIR/EIS and 2013 Environmental Assessment and Finding of No Significant Impact is

adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the CEQA findings, including the Statement of Overriding Considerations, and Mitigation Monitoring Program, by this reference as though set forth in this Resolution; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to execute Modification No. 5 to Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, with Mitchell Engineering, to perform additional miscellaneous work, increasing the Contract amount by \$492,689.18, for a total Contract amount not to exceed \$7,712,858.98.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 19, 2019.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## Enclosure 2

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### CONTRACT MODIFICATION NO. 5

San Francisco Municipal Transportation Agency  
Contract No. 1236R  
Third Street Light Rail Project Mission Bay Loop

Contractor: Mitchell Engineering  
1395 Evans Avenue  
San Francisco, CA 94124

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The Contract is modified as follows:

#### 1. Scope of Work

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CM-5A	<b><u>Additional Work Related to Rail Isolation:</u></b> Expand the excavation limits of track pavement to follow manufacturer's recommended procedures for application of rail isolation, troubleshoot track resistance circuit issues, and modify the existing signal rail in accordance with acceptable track resistance standards as described in Contract Modification No. 4. Contract Modification No. 4 provided payment for work performed from 01/10/19 through 03/07/19; this work item provides payment for work performed from 03/08/19 through 06/20/19.	\$77,706.52
CM-5B	<b><u>PCC#016 – Sewer Installation Obstructions:</u></b> Along the west side of Illinois Street between 18th Street and 19th Street for approximately 23 LF, demolish an unknown existing 4-in water line in conflict with the installation of the Contract-specified 22-in steel casing for the 14-in force main, as directed by the SFMTA in RE Letter #76, dated 06/15/17.	\$36,785.14
CM-5C	<b><u>PCC#020 – Traffic Signal Changes:</u></b> Furnish and install one pedestrian push button (PPB) pole and install additional wiring to support the Sustainable Streets Division's (SSD's) future installation of accessible pedestrian signal (APS) units. In addition, furnish and install 2-inch Polyvinyl Chloride (PVC)-coated galvanized rigid steel (GRS) conduits in lieu of the contract specified GRS conduit to mitigate corrosion. See Revised Contract Drawings TS-G1 Rev.1, TS-01 Rev.2, TS-02 Rev.3, TS-03 Rev.2, and TS-04 Rev.2, which are attached.	\$10,637.63
CM-5D	<b><u>Furnish and Install Additional PVC-Coated GRS Conduit Along Illinois Street and 19<sup>th</sup> Street:</u></b> Furnish and install an additional 260 linear feet of 3-inch PVC-coated GRS conduit along the intersection of Illinois Street and 19 <sup>th</sup> Street as depicted and directed by the SFMTA in RE Letter #93, dated 05/09/18.	\$7,592.57
CM-5E	<b><u>Procure Track Parts:</u></b> Purchase miscellaneous track parts that the Owner was unable to furnish due to lack of inventory. The complete list of parts is listed on SFMTA RE Letter #104, dated 12/04/18.	\$35,542.37

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CM-5F	<b><u>Replace Damaged Manhole:</u></b> Demolish and replace the damaged manhole located within the intersection of 19 <sup>th</sup> Street and Illinois Street as directed by the SFMTA in RE Letter #095 dated 5/16/18. In addition, locate the newly installed manhole to the revised location as described in RFI-050, dated 05/31/18.	\$9,545.35
CM-5G	<b><u>Temporary Adjustment of Overhead Catenary System (OCS):</u></b> Temporarily raise the OCS lines located along Illinois Street between 18 <sup>th</sup> Street and 19 <sup>th</sup> Street to a height of 21-feet to accommodate the delivery of artwork to the new Chase Center Stadium. See SFMTA RE Letter #118, dated 07/25/19, for detail.	\$12,600.00
CM-5H	<b><u>Additional Street Base and Asphalt Concrete (AC) Pavement:</u></b> Demolish the existing 10-inch thick asphalt and replace with an 8-inch thick concrete base with 2-inch thick AC for temporary pavement along Illinois Street between 18 <sup>th</sup> Street and 19 <sup>th</sup> Street as directed by the SFMTA in RE Letter #121, dated 08/06/19.	\$62,377.57
CM-5I	<b><u>Off-haul Additional Class 1 (Non-RCRA) Hazardous Waste:</u></b> Handle, dispose, and transport an additional 835.1 tons of Class 1 (Non-RCRA) hazardous waste as directed by the SFMTA Resident Engineer and in compliance with Technical Specification Section 01220. Disposal costs shall include the waste approval process, preparation of waste acceptance forms, hazardous waste manifests, weighing of the material at the landfill, all taxes and fees, loading and unloading times, stabilization costs, stabilization profile, and profiling costs.	\$117,991.28
CM-5J	<b><u>Remove Obstruction in Conflict with Pole Foundation:</u></b> Chip unforeseen concrete obstruction in conflict with overhead catenary pole foundation #510, referenced in Contract Drawing OV-02 Rev.2.	\$5,071.31
CM-5K	<b><u>Re-align Track Segment:</u></b> Re-align tangent and curve track segment as directed by the SFMTA in RE Letter #113, dated 06/07/19, and in accordance with the attached revised Contract Drawings TC-01 Rev.2 and TC-02 Rev.2, dated 05/23/19.	\$116,839.44

2. Add the following new Contract Pay Items:

CM-5A	Additional Work Related to Rail Isolation	LS	\$77,706.52
CM-5B	PCC#016 – Sewer Installation Obstructions	LS	\$36,785.14
CM-5C	PCC#020 – Traffic Signal Changes	LS	\$10,637.63
CM-5D	Furnish and Install Additional PVC-Coated GRS Conduit Along Illinois Street and 19 <sup>th</sup> Street	LS	\$7,592.57
CM-5E	Procure Track Parts	LS	\$35,542.37
CM-5F	Replace Damaged Manhole	LS	\$9,545.35

CM-5G	Temporary Adjustment of Overhead Catenary System (OCS)	LS	\$12,600.00
CM-5H	Install Additional Street Base and Asphalt Concrete (AC) Pavement	LS	\$62,377.57
CM-5I	Off-haul Additional Class 1 (Non-RCRA) Hazardous Waste	LS	\$117,991.28
CM-5J	Remove Obstruction in Conflict with Pole Foundation	LS	\$5,071.31
CM-5K	Re-align Track Segment	LS	\$116,839.44

Total Amount of this Contract Modification:	Increase	\$492,689.18
		Previous Total of Contract: \$7,220,169.80
		New Revised Total of Contract: \$7,712,858.98

Total Contract Time Added by this Contract Modification:	Deferred
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Contract Substantial Completion Date:	03/18/2017
Current Contract Substantial Completion Date:	03/18/2017

3. This Modification is made in accordance with Article 6 of the Contract General Provisions.
4. This Modification will be processed for all direct and indirect costs related to the Work described in this Modification. When an agreement is reached on any time impacts and related field and home office extended overhead costs caused by this Work, the Contract will be modified to adjust the Substantial Completion date, if warranted. Contractor does not release the City from any time impact claims and costs associated with the extension of time.
5. Except as provided herein all previous terms and conditions of the Contract remain unchanged.
6. Except as provided above in Section 4, Contractor acknowledges and agrees that the compensation stated herein for the Additional Work described above shall be full accord and satisfaction of all current and prospective costs incurred in connection with Contractor's performance of the Additional Work under this Contract Modification, without limitation, including any and all markups and overhead. Except as provided above in Section 4, Contractor releases the City from all claims, for which full accord and satisfaction is made, as set forth above.

Attachments:

1. Contract Drawing TS-G1 Rev.1
2. Contract Drawing TS-01 Rev.2
3. Contract Drawing TS-02 Rev.2
4. Contract Drawing TS-03 Rev.2
5. Contract Drawing TS-04 Rev.2
6. Contract Drawing TC-01 Rev.2

7. Contract Drawing TC-02 Rev.2

In Witness Whereof, the parties have executed this Modification in San Francisco, California on the following date:

\_\_\_\_\_.

**Mitchell Engineering**

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

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

*Signature*  
Curtis Mitchell  
Owner

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

*Signature*  
Thomas G. Maguire  
Interim Director of Transportation

**Authorized By:**

**MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS**

Resolution No.  
Adopted:

Attest:

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

Secretary  
Municipal Transportation Agency

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

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

*Signature*  
Robin M. Reitzes  
Deputy City Attorney

ENCLOSURE 3

THIRD STREET LIGHT RAIL PROJECT - MISSION BAY LOOP

San Francisco Municipal Railway Contract No. 1236R

Project Budget and Financial Plan

<b>Cost</b>	<b>Amount</b>
Environmental Assessment Staff Support (SFMTA and Other City Services)	\$183,059
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$1,049,457
Construction Phase Construction Contract, Contingency, and Staff Support	\$19,216,175
<b>Total Cost</b>	<b>\$20,448,691</b>

<b>Funding</b>	<b>Amount</b>
Federal TIGER Cycle IV Grant	\$10,000,000
State Infrastructure Bonds Local Proposition 1B	\$4,882,911
Local Proposition K	\$157,000
SFMTA Operating	\$26,059
LCTOPP	\$1,440,568
General Obligation Bond	\$1,477,227
Population Baseline	\$464,926
SFPUC	\$2,000,000
<b>Total Funding</b>	<b>\$20,448,691</b>