

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute unilateral Modification No. 10 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for additional costs related to modifications for sewer, water, traction power, sidewalk and scheduling services, in the amount of \$2,187,655.23, for a total Contract amount not to exceed \$217,635,835.03, 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. 10 is for the additional costs related to modifications in the field for sewer, water, traction power, sidewalk and scheduling services.

ENCLOSURES:

1. SFMTAB Resolution
2. Contract Modification No. 10
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:

	DATE
DIRECTOR _____	May 11, 2020
SECRETARY _____	May 11, 2020

ASSIGNED SFMTAB CALENDAR DATE: May 19, 2020

PURPOSE

The purpose of this calendar item is to Authorize the Director of Transportation to execute unilateral Modification No.10 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for additional costs related to modifications for sewer, water, traction power, sidewalk and scheduling services, in the amount of \$2,187,655.23, for a total contract amount not to exceed \$217,635,835.03, 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
	Total	\$9,995,608.85		

- 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 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.
- 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.
- On February 18, 2020, the SFMTA Board of Directors adopted Resolution No. 200218-015, authorizing Contract Modification No. 9 to the Contract, in the amount of \$633,003.16, for additional sewer and roadway work for a total contract amount of \$215,448,179.80, and no time extension

Contract Modification No. 10

Contract Modification No. 10 is for additional costs related to modifications in the field for sewer, water, traction power, sidewalk, and scheduling services. This extra work was required due to design changes to sewer, water, and traction power work due to field adjustments. Additional scheduling services were needed to monitor the project schedule impacts. 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 and disagreements about compensation for some of the pay items, 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 in April 2020. These communications included an email briefing sent to more than 300 local, state and federal public officials. Stakeholders were also notified at several public meetings, including the Van Ness Business Advisory Committee on April 16, 2020, and the Van Ness Bus Rapid Transit Community Advisory Committee on April 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. 10, in the amount of \$2,187,655.23, will be funded through existing approved budgets for the Project (see Enclosure 3.)

ENVIRONMENTAL REVIEW

On September 10, 2013, the San Francisco County Transportation Authority (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 SFCTA 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.

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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.

The proposed Modification No. 10 to Contract No. 1289 that is the subject of this calendar item would include minor field modifications for sewer, water, traction power, sidewalk and scheduling services. 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.10 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for additional costs related to modifications for sewer, water, traction power, sidewalk and scheduling services, in the amount of \$2,187,655.23, for a total contract amount not to exceed \$217,635,835.03, with no extension of time.

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 February, 2020, the SFMTA Board adopted Resolution No. 200218-015, approving Contract Modification No. 9 to the Contract, 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; 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. 10 to Contract No. 1289 would include minor field modifications for sewer, water, traction power, sidewalk and scheduling services, 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. 10 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for additional costs related to modifications for sewer, water, traction power, sidewalk and scheduling services, in the amount of \$2,187,655.23, for a total contract amount not to exceed \$217,635,835.03, with extension of time.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 19, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

CONTRACT MODIFICATION NO. 10 (Unilateral)

San Francisco Municipal Transportation Agency Contract No. 1289

I. VAN NESS CORRIDOR TRANSIT IMPROVEMENT PROJECT

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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-10 The following new work is added to the Contract:

CM-10.01 Remove Man-Made Buried Objects \$169,502.58

Remove unknown / unmarked Man-made buried objects at various locations. The Summary of Pay Item CM-10.01 - Removal of Man-Made Objects During Sewer, Traction Power and Water Work (Attachment 1) details description, reference documents, amounts, and discrepancies.

Description of Work	Amount
Remove Man-made Buried Objects during Sewer Work	\$136,014.93
Remove Man-made Buried Objects during Traction Power Work	\$22,951.02
Remove Man-made Buried Objects during Water Work	\$10,536.63
Total Cost	\$169,502.58

CM-10.02 As-Directed Potholing for Sewer Work \$111,191.70

Pothole for unknown and unmarked utilities along designed sewer alignment and along proposed changed new sewer alignment on Van Ness Avenue at various locations as directed by the Engineer. The Summary of Pay Item CM-10.02 – As-Directed Potholing for Sewer Work (Attachment 2) details description, reference documents, amounts, and discrepancies.

CM-10.03 Repair Existing Sewer Lateral at Bush & Geary Streets \$100,729.58

Repair existing sewer lateral at Bush Street as detailed under COR # 60.00. This work includes potholing to investigate the cause of leaking 6" sanitary sewer lateral at 1405 Van Ness Avenue at Bush Street, excavating a trench and installing shoring to expose the damaged existing sewer lateral, performing video survey of the existing sewer lateral to determine the extent of the damage, performing necessary repair of the 6" VCP, backfilling and restoring trench with Hot Mix Asphalt, and providing necessary traffic control to perform all the work.

Repair existing sewer lateral at Geary Street as detailed under COR # 53.06 and as directed by Field Memo # 103A. This work includes investigating sewage backing up at 1101 Geary Boulevard at intersection of Van Ness Avenue and Geary Street, replacing existing sewer lateral from the existing trap to the tie-in point with a new 6" VCP, and installing new connection to

manhole # 16.

The Summary of Pay Item CM-10.03 – Repair Existing Sewer Lateral at Bush and Geary Street (Attachment 3) details description, reference documents, amounts, and discrepancies.

CM-10.04 Sewer Changes \$440,024.99

Perform additional sewer work at various locations as directed by the City. The work includes, but is not limited to, installation of new side sewers, re-routing new side sewers to avoid existing underground facilities, restoring unknown sanitary sewer laterals, re-aligning new sewer mains to avoid existing unknown underground facilities, investigating extent of conflict with existing facilities to assist SFMTA re-design of sewer main, stand-by time due to utility conflicts, changing pipe slopes to avoid existing underground facilities, adding new catch basins, adding additional culverts, cleaning existing sewer main as directed, and upgrading SFDPW Standard Manholes as directed.

The Summary of Pay Item CM-10.04 – Sewer Changes (Attachment 4) details description, reference documents, amounts, and discrepancies.

CM-10.05 Muni Pole / De-Pole for Sewer, Water and Traction Power Work \$128,556.35

Disconnect and re-connect overhead contact system for Muni buses at various locations along Van Ness Avenue from Mission Street to Lombard Street as necessary during sewer, water and traction power installation work.

Description of Work	Amount
Muni Pole /De-Pole during Sewer Work	\$54,117.38
Muni Pole /De-Pole during Traction Power Work	\$1,295.89
Muni Pole /De-Pole during Water Work	\$73,143.08
Total Cost	\$128,556.35

The Summary of Pay Item CM-10.05 – Muni Pole / De-Pole During Sewer, Traction Power, and Water Work (Attachment 5) details description, reference documents, amounts, and discrepancies.

CM-10.06 Procure 42" RCP in Short Sections \$19,957.87

Procure 28 each of 8-foot lengths of 42" RCP to be installed at Van Ness Avenue and Mission Street intersection instead of 14 each of standard 16-foot sections at a cost of \$14,444.29 per Walsh Letter # SFMTA-1259, which is incorporated herein by reference.

Procure one additional 2'-7 1/2" long section of 42" RCP and an additional section 8'-0" long to be installed at Van Ness Avenue and Mission Street intersection at a cost of \$5,513.58.

CM-10.07 Support and Work Around for Unknown Utilities - Sewer, Water and Traction Power Work \$155,032.81

Expose unknown existing utilities and install necessary shoring around the utilities to provide support during sewer, water and traction power work along Van Ness Avenue between Mission Street and North Point Street.

Description of Work	Amount
Support and Work Around unknown utilities during Sewer Work	\$115,439.80
Support and Work Around unknown utilities during Traction Power Work	\$5,765.17
Support and Work Around unknown utilities during Water Work	\$33,827.84
Total Cost	\$155,032.81

The Summary of Pay Item CM-10.07 – Support and Work Around for Unknown Utilities – Sewer, Water and Traction Power Work (Attachment 6) details description, reference documents, amounts, and discrepancies.

CM-10.08 Import Backfill to Replace Unsuitable Material - Sewer and Water Work \$123,586.40

Purchase, transport, handle, and stockpile sand in compliance with Technical Specification 02200: Earthwork, Section 2.01, Subsection 2 to replace unsuitable material excavated during sewer and water work at various locations.

Description of Work	Amount
Import Backfill for Sewer Work	\$40,598.94
Import Backfill for Water Work	\$82,987.46
Total Cost	\$123,586.40

The Summary of Pay Item CM-10.08 – Import Backfill to Replace Unsuitable Material – Sewer and Water Work (Attachment 7) details description, reference documents, amounts, and discrepancies.

CM-10.09 Traction Power Changes \$89,509.85

Perform additional Traction Power work at various locations as detailed under COR # 38.02, 38.05, 38.13, 38.32, and 68.00. The work includes, but is not limited to, repairing existing damaged irrigation lines and duct bank, bypassing power from MRY Manhole 312 to Manhole 612, additional excavation for a deeper trench to avoid existing unknown utilities, installing additional 2" GRS conduit per RFI # 155, and additional costs for pre-cast concrete MRY vaults.

The Summary of Pay Item CM-10.09 – Traction Power Changes (Attachment 8) details description, reference documents, amounts, and discrepancies.

CM-10.10 Remove Abandoned PG&E Gas Lines \$50,397.16

Remove unknown and inactive PG&E facilities on Van Ness Avenue at various locations that were identified as abandoned during construction of new sewer and water mains. Compensation includes stand-by time of equipment due to discovery of unknown utilities during excavation for sewer and water installation. The Summary of Pay Item CM-10.10 – Removal of Abandoned PG&E Gas Lines (Attachment 9) details description, reference documents, amounts, and discrepancies.

Description of Work	Amount
Remove PG&E Gas lines during Sewer Work	\$4,732.88
Remove PG&E Gas lines for during Water Work	\$45,664.28
Total Cost	\$50,397.16

CM-10.11 Repair Existing Water Line and Connection Pit \$3,561.42

Provide support to SFWD as directed by the Engineer to investigate and repair unmarked existing water line leaking on Van Ness Avenue between Bush Street and Pine Street. Refer to Walsh Letter # SFMTA-195 and RE Letter # 861. Compensation is based on Force Account Report # 22.0 as submitted by Contractor under COR # 8.0, and in the amount verified by SFMTA.

Also, dewater and clean up excavated pit for new water line connection due to leaking water valve at Sacramento Street within connection pit. Refer to Walsh Letter # SFMTA-1568 and RE

Letter # 1227. Compensation is based on Force Account Reports # 1990.0 and 3620.0 as submitted by Contractor under COR # 69.0, and in the amounts verified by SFMTA.

CM-10.12 City Directed Water Changes	\$38,925.01
<p>Perform additional water work at various locations as directed by SFWD. The work includes, but is not limited to, relocation of new connection to existing water main to avoid existing unknown utilities; assisting SFWD for final water connection by moving steel plates, performing additional excavation, installing additional shoring and backfilling the excavated areas as directed; removing existing pavement and placing temporary pavement as directed; and excavating and repairing leaks to existing water lines as directed.</p>	
<p>The Summary of Pay Item CM-10.12 – City Directed Water Changes (Attachment 10) details description, reference documents, amounts, and discrepancies.</p>	
CM-10.13 Additional Excavation and Backfill for Water Work	\$161,700.00
<p>Furnish all labor, materials, equipment, and incidental work necessary to perform additional excavation, dispose of excavated soils and place backfill material for water work at various locations as specified in Section 02200 and directed by the Engineer, for excavation and backfill of trench that is not the water main trench which is paid under various Contract Bid Items for water main. The work includes excavation and backfill for connection holes and alignment changes. Payment for furnishing of imported backfill material is included under Pay Item # CM-10.08 The additional excavation and backfill for water work is estimated at a total quantity of 3,500 CY for water work at various locations at an agreed unit price of \$46.20 per cubic yard.</p>	
CM-10.14 Unforeseen Archaeological Conditions	\$100,000.00
<p>Perform archaeological investigation and provide archaeological monitoring in accordance with the Archaeological Research Design and Treatment Plan (ARDTP). Perform excavations, provide necessary Storm Water Pollution Prevention Program (SWPPP), traffic control, and flagging. Perform all necessary demolition, backfill, and pavement restoration of the excavated area after archaeological investigation activity is complete.</p>	
<p>Compensation is based on agreed lump price of \$100,000.00 detailed under COR # 22.0 requested by Walsh Letter # SFMTA-080 and approved by RE Letter # 138.</p>	
CM-10.15 Conduct Nesting Habitat Survey	\$22,128.75
<p>Conduct additional nesting habitat survey as outlined in Technical Specification Section 01500 and mitigate the impact of nesting habitat to the project as directed by the Engineer.</p>	
<p>The Summary of Pay Item CM-10.15 – Conduct Nesting Habitat Survey (Attachment 11) details description, reference documents, amounts, and discrepancies for work performed under COR # 19.0.</p>	
CM-10.16 Scheduler Support Services	\$87,611.16
<p>Compensate Contractor for procurement of scheduler support services at the construction field office from April 2018 thru June 2018 pursuant to RE Letter 05 dated November 10, 2016, which is incorporated herein by reference.</p>	
CM-10.17 Adjustment to Pay Item WD-1 - Excavation and Backfill For 4-, 6-, 8-Inch Pipe Trench	\$96,328.00
<p>Increase the quantity of excavation and backfill for 4-, 6-, 8-inch pipe trench as specified under Technical Specifications 01220.1.02 Instruction on Pay Items, Pay Item WD-1 – Excavation and</p>	

Backfill For 4-, 6-, 8-Inch Pipe Trench to compensate for the overrun of 800 LF at the unit price of \$120.41 per LF.		
CM-10.18 Adjustment to Pay Item WD-2 - Excavation and Backfill For 12-Inch Pipe Trench		\$5,863.60
Increase the quantity of excavation and backfill for 12-inch pipe trench to compensate for overrun of 40 LF at the unit price of \$146.59 per LF. See Technical Specifications 01220.1.02 (Instruction on Pay Items, Pay Item WD-2 – Excavation and Backfill For 12-Inch Pipe Trench).		
CM-10.19 Adjustment to Pay Item WD-9 - Installation of Ductile Iron Tyton Joint Fittings with Polyethylene Encasement		\$49,704.00
Increase the quantity of installation of ductile iron Tyton joint fittings with polyethylene encasement to compensate for overrun of 43,600 lb at the unit price of \$1.14 per lb. See Technical Specifications 01220.1.02 (Instruction on Pay Items, Pay Item WD-9 – Installation of Ductile Iron Tyton Joint Fittings with Polyethylene Encasement).		
CM-10.20 Adjustment to Pay Item WD-14 - Support Work for Installation of Service Pipe - Open Cut		\$58,344.00
Increase the quantity of support work for installation of service pipe – open cut to compensate for overrun of 480 LF at the unit price of \$121.55 per LF. See Technical Specifications 01220.1.02 (Instruction on Pay Items, Pay Item WD-14 – Support Work For Installation Of Service Pipe – Open Cut).		
CM-10.21 Allowance for Additional Unforeseen Archaeological Conditions		\$175,000.00
This allowance is for providing archaeological monitoring and reporting during various excavation activities in accordance with the Archaeological Research Design and Treatment Plan (ARDTP).		

2. Add and adjust the following Contract Bid Items:

A. For CM-10, following new Pay Items are added:

New Pay Item	Description	Quantity	Unit	Unit Price	Extension
CM-10.01	Remove Man-Made Buried Objects	1	LS	\$169,502.58	\$169,502.58
CM-10.02	As-Directed Potholing for Sewer Work	1	LS	\$111,191.70	\$111,191.70
CM-10.03	Repair Existing Sewer Lateral at Bush & Geary Streets	1	LS	\$100,729.58	\$100,729.58
CM-10.04	Sewer Changes	1	LS	\$440,024.99	\$440,024.99
CM-10.05	Muni Pole / De-Pole for Sewer, Water and Traction Power Work	1	LS	\$128,556.35	\$128,556.35
CM-10.06	Procure 42" RCP in Short Sections	1	LS	\$19,957.87	\$19,957.87
CM-10.07	Support and Work Around for Unknown Utilities - Sewer, Water and Traction Power Work	1	LS	\$155,032.81	\$155,032.81
CM-10.08	Import Backfill to Replace Unsuitable Material - Sewer and Water Work	1	LS	\$123,586.40	\$123,586.40
CM-10.09	Traction Power Changes	1	LS	\$89,509.85	\$89,509.85
CM-10.10	Remove Abandoned PG&E Gas Lines	1	LS	\$50,397.16	\$50,397.16

New Pay Item	Description	Quantity	Unit	Unit Price	Extension
CM-10.11	Repair Existing Water Line and Connection Pit	1	LS	\$3,561.42	\$3,561.42
CM-10.12	City Directed Water Changes	1	LS	\$38,925.01	\$38,925.01
CM-10.13	Additional Excavation and Backfill for Water Work	3500	CY	\$46.20	\$161,700.00
CM-10.14	Unforeseen Archaeological Conditions	1	LS	\$100,000.00	\$100,000.00
CM-10.15	Conduct Nesting Habitat Survey	1	LS	\$22,128.75	\$22,128.75
CM-10.16	Scheduler Support Services	1	LS	\$87,611.16	\$87,611.16
CM-10.17	Adjustment to Pay Item WD-1 - Excavation and Backfill For 4-, 6-, 8-Inch Pipe Trench	800	LF	\$120.41	\$96,328.00
CM-10.18	Adjustment to Pay Item WD-2 - Excavation and Backfill For 12-Inch Pipe Trench	40	LF	\$146.59	\$5,863.60
CM-10.19	Adjustment to Pay Item WD-9 - Installation of Ductile Iron Tyton Joint Fittings with Polyethylene Encasement	43,600	lb	\$1.14	\$49,704.00
CM-10.20	Adjustment to Pay Item WD-14 - Support Work for Installation of Service Pipe - Open Cut	480	LF	\$121.55	\$58,344.00
CM-10.21	Allowance for Additional Unforeseen Archaeological Conditions	N/A	AL	\$175,000.00	\$ 175,000.00
Subtotal CM-10:					\$2,187,655.23

Contract Modification 10 Total:	\$2,187,655.23
Previous Contract Total:	\$215,448,179.80
New Revised Contract Total:	\$217,635,835.03

Total Contract Time added by this Contract Modification:	None
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 Article 6 of the Contract General Provisions.
4. Except as provided herein, all previous terms and conditions of the Contract remain unchanged.

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