

THIS PRINT COVERS CALENDAR ITEM NO.: 10.7

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Modification No. 2 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for changes to the Overhead Contact System trolley/light pole and foundations, increasing the Contract amount by \$4,463,160.98, for a total contract amount not to exceed \$198,290,715.98; 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 by the SFMTA Board of Directors.

SUMMARY:

- On July 7, 2015, the Board of Directors awarded Contract No. 1289, Van Ness Corridor Transit Improvement Project (Project), to Walsh Construction Company in the amount of \$800,000, to provide pre-construction services for the Project (the Contract).
- On September 20, 2016, the Board of Supervisors urged the SFMTA to preserve the historic character of the Van Ness Corridor.
- The SFMTA redesigned the street lighting to address the aesthetics of the trolley, streetlight, and traffic signal poles and comply with Caltrans requirements.
- Request authorization for the Director of Transportation to approve additional amendments for up to a cumulative total of \$10,000,000
- Modification No. 2 to Contract No. 1289 is for changes to the Overhead Contact System (OCS) trolley/light pole and foundations.

ENCLOSURES:

1. SFMTAB Resolution
2. Contract Modification No. 2
3. Project Budget and Financial Plan
4. Van Ness BRT Project Final EIS/EIR: <http://www.sfcta.org/van-ness-avenue-bus-rapid-transit-planning-and-environmental-studies>
5. SFMTA Board Resolution No. 13-214: <https://www.sfmta.com/sites/default/files/agendaitems/9-17-13%20Item%2011%20Van%20Ness%20BRT%20LPA.pdf>

APPROVALS:

	DATE
DIRECTOR 	8/13/2018
SECRETARY 	8/13/2018

ASSIGNED SFMTAB CALENDAR DATE: August 21, 2018

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PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute Modification No. 2 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, 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; 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 by the SFMTA Board of Directors.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Work to be performed under Contract No. 1289 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 1.2: Improve the safety of the transportation system Objective 1.3: Improve security for transportation system users

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.1: Improve transit performance

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.

Goal 4: Create a workplace that delivers outstanding service.

Objective 4.5: Increase the efficiency and effectiveness of business processes and project delivery through the implementation of best practices.

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

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taxis and vanpools) and to improve pedestrian safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

The Van Ness Corridor Transit Improvement Project (formerly known as the Van Ness Bus Rapid Transit Project) (the Project), will implement the first Bus Rapid Transit (BRT) service in San Francisco, which will improve transit reliability for the 47 Van Ness and 49 Van Ness/Mission 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 33 percent. Van Ness Avenue is listed on the Vision Zero High Injury Network; to improve safety, the Project will install pedestrian countdown timers, pedestrian bulb-outs, and eliminate the majority of left turns along the corridor. In addition, the Project will replace the 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.

On July 7, 2015, the SFMTA Board of Directors adopted Resolution No. 15-108, awarding Contract No. 1289, Van Ness Corridor Transit Improvement Project, to Walsh Construction Company II, LLC, 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 of Directors adopted Resolution No. 16-110 authorizing Modification No. 1 to Contract No. 1289, awarded Phase 2 construction services to Contractor Walsh Construction Company II, LLC, for construction of the Project for a total contract amount of \$193,827,555 and for an overall contract term not to exceed five years.

Contract Modification No. 2

(1) Overhead Contact System trolley/light pole Changes

In 2016, a group of civic leaders, neighborhood associations, and preservationists formed the Coalition to Save the Historic Streetlamps of Van Ness Avenue (Coalition). The Coalition objected to the contemporary design of the poles/streetlights and raised concerns about the design's compliance with a particular Mitigation Measure in the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) for the Project.

On September 20, 2016, the Board of Supervisors adopted Resolution No. 415-16, which urged the SFMTA to preserve the historic character of the Van Ness Corridor.

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The SFMTA redesigned the street lighting to comply with the FEIS/FEIR and to address the Coalition's concerns regarding the aesthetics of the trolley, streetlight, and traffic signal poles. The redesign of the poles along Van Ness Avenue focused on changing street light and pedestrian light elements to retain the architectural style of the original Overhead Contact System (OCS) poles and light fixtures along the corridor (which could not be repaired due to their poor condition).

As part of the redesign of the roadway and pedestrian light poles, the luminaires were changed from a modern standard to teardrop, and luminaire mast arms were changed from straight to a double-bend bracket arm for all poles. Additionally, to provide a historical appearance, cast finials and decorative bases were added at the top and bottom of every pole. Minor changes to connection details were required, and changes to electrical components were also made. To address structural concerns due to these changes to the pole, the OCS pole foundation details were modified.

The price for the redesigned streetlight poles include additional samples for review, spare parts, extra warehousing costs, and additional quality control.

The price also includes costs for additional traffic routing because installation of the new decorative features will take longer; further, some of the long-lead items will have to be installed out of sequence of the Traffic Management Plan phasing.

The Contractor has issued the SFMTA a credit due to deletion of standard roadway and pedestrian luminaire and mast arms, and related spare parts.

(2) Pole Foundation Reinforcement

To comply with Caltrans requirements (Van Ness is on a state highway), the SFMTA had to modify the reinforcement of the pole foundations. This change requires less fabrication time and inspections.

Director of Transportation's Authority to Approve Contract Modifications.

The Director of Transportation's cumulative authority to approve contract modifications for Contract No. 1289 is currently \$200,000 (25%) based on the original contract value of \$800,000. Contract modifications with a total cumulative value over the 25% threshold require approval of the SFMTA Board. The original contract was awarded for pre-construction services with the expectation that construction services would be negotiated and added to the Contract at a later date. Modification No. 1, approved by this Board, added construction services to the Contract in the amount of \$193,027,555, for a total contract amount of \$193,827,555. If the construction portion of the Contract had been approved first, the Director's authority (under the existing delegation resolution) would have been \$5,000,000 and would have included the amount of this modification.

The proposed resolution authorizes the Director of Transportation to approve additional amendments for Contract No. 1289 up to a cumulative total of \$10,000,000. Future contract modifications exceeding a total cumulative value of \$10,000,000 will require approval of the SFMTA Board. The requested increase in the Director of Transportation's approval authority will facilitate construction by enhancing the SFMTA's ability to execute contract modifications in a timely manner. Staff shall provide immediate written notice to the Board of such future contract amendments executed by the Director of Transportation.

STAKEHOLDER ENGAGEMENT

The SFMTA first notified members of the Van Ness BRT Community Advisory Committee (Van Ness BRT CAC) that a coalition had been formed to preserve the historic character of the streetlamps on Van Ness Avenue at its meeting of June 23, 2016. The Van Ness BRT CAC was notified of the Board of Supervisors resolution discussed above at its September 22, 2016 meeting.

Project staff presented a redesign of the OCS trolley/light pole to the Historic Preservation Commission at its January 18, 2017 meeting. The public group that urged the Board of Supervisors to pass Resolution No. 415-16 voiced support for the redesign of the OCS trolley/light pole.

Commissioners noted that the new design was not compatible with the Secretary of the Interior's Standards, which are applicable in the Civic Center Historic District. The commissioners acknowledged that designs for the Van Ness Corridor (outside of the Civic Center Historic District) were not within their jurisdiction.

At its April 27, 2017 meeting, the Van Ness BRT CAC adopted a motion to notify the Board of Supervisors of the outcome of Resolution No. 415-16, resulting in two new pole designs (including refabricated existing poles in the Civic Center Historic District) in the Project corridor.

ALTERNATIVES CONSIDERED

The Historic Preservation Commission has determined that the spiral replica design does not comply with the Secretary of Interior's Standards, and the previously approved modern design does not sufficiently retain the architectural style of the existing poles (as modified over the years) to satisfy the Board of Supervisors' resolution, the design will necessarily vary between the Historic District and outside that District.

For the foundation redesign, no alternatives were considered, as this was to comply with Caltrans design standards.

FUNDING IMPACT

Contract Modification No. 2 will be funded through existing approved budgets for the Van Ness Corridor Transit Improvement Project.

ENVIRONMENTAL REVIEW

On May 15, 2012, the SFMTA Board of Directors adopted Resolution No. 12-070, selecting the Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns as the Locally Preferred Alternative (LPA) for the Van Ness Avenue BRT Project to be analyzed in the Final EIS/EIR. Under this alignment of the Project, BRT lanes would flank the center median except at stations where the BRT vehicles would transition to the center of the roadway and be protected by

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right side boarding platforms. This alignment would also eliminate all left turns from Van Ness Avenue between Mission and Lombard streets, with the exception of a two-lane left turn onto Broadway from southbound Van Ness, in order to gain the most transit travel time benefits.

On September 10, 2013, the Transportation Authority, as lead agency under CEQA, certified the Final EIS/EIR for the 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 Van Ness BRT 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 (ROD) 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 Transportation Authority has prepared a memo to file dated July 15, 2014, titled “Van Ness Avenue Bus Rapid Transit Project – Environmental Compliance for the Proposed Parking Removal from Conceptual Engineering Report” (Memo to File), which concludes that the removal of 11 parking spaces more than assumed in the Final EIS/EIR, as proposed by SFMTA in the Conceptual Engineering Report, will 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 proposed actions to remove parking spaces are within the scope of the Final EIS/EIR, and that no additional environmental review is required under Public Resources Code section 21166.

https://www.sfmta.com/sites/default/files/agendaitems/2015/7-7_15%20Item%2012%20Contract%20Award%20-%20Van%20Ness%20BRT%20CMGC%20Resolution.pdf

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.

Based on its review of the Addendum, the SFMTA Board found, on April 5, 2016, under Resolution No. 16-044, that proposed actions to remove and replace trees, as outlined in the Addendum, are

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within the scope of the Final EIS/EIR and that no additional environmental review is required under Public Resources Code section 21166. <https://www.sfmta.com/sites/default/files/agendaitems/2016/4-5-16%20Item%2016%20Revenue%20Bond%20-%20Resolution.pdf>

On July 7, 2015, the SFMTA Board of Directors authorized the award of Contract No. 1289, Van Ness Corridor Transit Improvement Project to Walsh Construction Company (Walsh), for Phase 1 (pre-construction services), for a target duration of 300 calendar days, and in an amount not to exceed \$800,000. The SFMTA will deliver the Project using a Construction Manager/General Contractor (CM/GC) project delivery approach, under which the SFMTA retained Walsh to complete the design phase (Phase 1) and construct the project after completion of design (Phase 2). The Agency negotiated a guaranteed maximum price (GMP) of \$193,027,555 for Phase 2.

Based on its review of the Final EIS/EIR, the SFMTA Board found, On August 16, 2016, under Resolution No. 16-110, that Amendment No. 1 to SFMTA Contract No. 1289 for Phase 2 construction services, increasing the Contract amount by \$193,027,555, for the Phase 2 work, for a total contract amount of \$193,827,555, and for an overall contract term not to exceed five years, is within the scope of the Final EIS/EIR.

<https://www.sfmta.com/sites/default/files/agendaitems/2016/8-16-16%20Item%2011%20Contract%20Amendment%20-%20Van%20Ness%20Project%20resolution.pdf>

The proposed Modification No. 2 to Contract No. 1289 that is the subject of this calendar item would include the changes to the OCS trolley/light pole and foundations and increase the Contract amount by \$4,463,160.98, for a total contract amount not to exceed \$198,290,715.98; it would also further authorize the Director of Transportation to approve up to an aggregate of \$10,000,000 in contract amendments for Contract No. 1289 before requiring SFMTA Board of Director's approval. The proposed contract modification is within the scope of the Final EIS/EIR.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The SFMTA Contract Compliance Office has determined that it is consistent with the SBE participation goals of 20% established for the OCS work on the Contract. The City Attorney's Office has reviewed this calendar item. No other approvals are required for this Contract Modification.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors authorize the Director of Transportation to execute Modification No. 2 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for changes to the Overhead Contact System support pole/streetlight and foundations, increasing the Contract amount by \$4,463,160.98, for a total contract amount not to exceed \$198,290,715.98; and further authorize the Director of Transportation to authorize up to an additional aggregate of \$10,000,000 in future amendments to Contract No. 1289 without further approval by the SFMTA Board of Directors.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 (Project), to Walsh Construction Company II, LLC, in the amount of \$800,000, to provide pre-construction services; and,

WHEREAS, On August 16, 2016, the SFMTA Board of Directors adopted Resolution No. 16-110 authorizing Modification No. 1 to Contract No. 1289, in the amount of \$193,027,555, to construct the Van Ness Corridor Transit Improvement Project, for a total contract amount of \$193,827,555 and for an overall contract term not to exceed five years; and,

WHEREAS, On May 15, 2012, the SFMTA Board of Directors adopted Resolution No. 12-070, selecting the Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns as the Locally Preferred Alternative (LPA) for the Project to be analyzed in the Final EIS/EIR for the Project (Final EIS/EIR); Under this alignment of the Project, BRT lanes would flank the center median except at stations where the BRT vehicles would transition to the center of the roadway and be protected by right side boarding platforms; this alignment would also eliminate all left turns from Van Ness Avenue between Mission and Lombard streets, with the exception of a two-lane left turn onto Broadway from southbound Van Ness, in order to gain the most transit travel time benefits; and,

WHEREAS, On September 10, 2013, the 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 (ROD) 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 concludes 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, will 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 are within the scope of the Final EIS/EIR, and that no additional environmental review is 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 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; based on its review of the Addendum, the SFMTA Board found, on April 5, 2016, under Resolution No. 16-044, that actions to remove and replace trees, as outlined in the Addendum, are within the scope of the Final EIS/EIR and that no additional environmental review is required under Public Resources Code section 21166; and,

WHEREAS, The proposed Modification No. 2 to Contract No. 1289 that is the subject of this calendar item would include the changes to the OCS trolley/light pole and foundations and increase the Contract amount by \$4,463,160.98, for a total contract amount not to exceed \$198,290,715.98; it would also further authorize the Director of Transportation to approve up to an aggregate of \$10,000,000 in future contract amendments for Contract No. 1289 before requiring further approval of the SFMTA Board of Director; the proposed contract modification is within the scope of the Final EIS/EIR; and,

WHEREAS, On July 17, 2018, the San Francisco Planning Department determined that no further assessment was required under the CEQA Guidelines for the Project; and,

WHEREAS, On July 23, 2018, the SFMTA, under authority delegated by the Planning Department, determined that Modification No. 2 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; and,

WHEREAS, The SFMTA’s Contract Compliance Office has reviewed and approved the Calendar Item requesting authorization to execute Modification No. 2 to Contract 1289; now, therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Van Ness BRT Project Final Environmental Impact Statement/Environmental Impact Report and record as a whole, finds that 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 Environmental Impact Statement/Environmental Impact Report 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 Modification No. 2 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company II, LLC, for changes to the Overhead Contact System support pole/streetlight and foundations, increasing the Contract amount by \$4,463,160.98, for a total contract amount not to exceed \$198,290,715.98; and be it

FURTHER RESOLVED, That the SFMTA Board of Directors authorizes 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 by the SFMTA Board of Directors provided that staff shall immediately provide written notice to the Board of such amendments.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 21, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

CONTRACT MODIFICATION NO. 2

San Francisco Municipal Transportation Agency
Contract No. 1289
Van Ness Corridor Transit Improvement Project

Contractor: Walsh Construction Company II, LLC
180 Redwood Street, Suite 300
San Francisco, CA 94104

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The Contract is modified as follows:

1. Perform the following work:

**CM-
02A**

PCC #001 - OCS support pole/streetlight

\$5,618,458.57

The following Work shall be performed in compliance with the attached revised Technical Specification 16520 (Streetlights); revised drawings OV-G1, OV-G2, OV-106, OV-107A, OV-108A, OV-109A, OV-110, OV-161, OV-162, SL-G1, SL-103 through SL-106, SL-108, SL-110 thru SL-131, SL-132, ST-100 through ST-105, ST-110 through ST-112, ST-160 through ST-165, and ST-170 through ST-173; and per SFMTA RE Letter # 566.

- (a) Furnish and install 235 each of Holophane Memphis Roadway LED Teardrop Luminaire Type II (with 6-ft double-bend bracket arm, arm fitter, and photo-control receptacle and cover with photoelectric cell) in lieu of Philips RoadStar Series luminaire and 6-foot straight bracket arm for each trolley, streetlight, and traffic signal pole along Van Ness Avenue.
 - (b) Furnish and install 125 each of Holophane Memphis Pedestrian LED Teardrop Luminaire Type II (with 2-ft scroll bracket arm and photo-control receptacle with shorting cap for pedestrian safety application) in lieu of Philips RoadStar Series luminaire for pedestrian application and 2-foot straight bracket arm along Van Ness Avenue. The welding, testing and inspection of the plate-scroll connection fitting for pedestrian bracket arm connection to existing pole shall be considered Incidental Work.
 - (c) Furnish and install 233 each of Holophane cast aluminum finials to trolley, streetlight, and traffic signal poles along Van Ness Avenue.
 - (d) Furnish and install Holophane cast aluminum decorative bases for 85 each of Type 765N, 11 each of Type 767, and 128 each of Type 770 trolley, streetlight, and traffic signal poles along Van Ness Avenue.
 - (e) Furnish and install Holophane decorative bases for 2 existing OCS poles along Van Ness Avenue.
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- (f) Furnish and install Holophane decorative base for 1 each of Caltrans Standard Signal 19-3-100 pole, 1 each Caltrans Standard Signal 24-3-100 pole, and 5 each of Caltrans streetlight pole along Van Ness Avenue.
 - (g) Furnish and install plate scroll connection for 85 each of Type 765N, 8 each of Type 767, and 26 each of Type 770 poles along Van Ness Avenue.
 - (h) Furnish and install plate scroll connection for 4 each of Type 15 and 2 each of existing streetlight poles along Van Ness Avenue.
 - (i) Furnish and install 122 each of ground-fault circuit interrupter (GFCI) receptacles to new poles between intersections, including wiring and festoon.
 - (j) Furnish and install 109 each of GFCI festoon to new poles at intersections.
 - (k) Modify pole foundations for 223 each of OCS poles along Van Ness Avenue by lowering the top of foundations as shown in revised ST drawings.
 - (l) Furnish a sample of the finial and scroll arm to the City for review and approval.
 - (m)Furnish spare parts as specified in revised Technical Specification 16520.

The price above is full compensation for furnishing all labor, materials, equipment, and Incidental Work necessary to perform all work as shown in the revised drawings and in revised Technical Specification 16520 (Streetlights) as included in this Item CM-02A. The compensation also includes, but is not limited to, costs for additional traffic routing to facilitate installation of new streetlight fixtures, performing work out-of-sequence of the Traffic Management Plan phasing, additional warehousing storage, and additional quality control.

CM-02B

PCC #001 – Delete Partial Bid Items SL-01, SL-02, & SL-04

(\$991,440.14)

Bid Items # SL-01 and SL-02 are partially deleted, and SL-04 is completely deleted as shown in revised drawings.

- (a) Credit is taken for partial deletion of Bid Item SL-01, Provide Van Ness Avenue Roadway Luminaire And Bracket Arm. The credit taken is for deletion of 235 each of Philips RoadStar Series luminaire and 6-foot straight bracket arm to trolley, streetlight, or traffic signal pole, including photo-electric sensor and LED lamp along Van Ness Avenue.
 - (b) Credit is taken for partial deletion of Bid Item SL-02, Provide Van Ness Avenue Pedestrian Luminaire and Bracket Arm. The credit taken is for deletion of 125 each of Philips RoadStar Series luminaire for pedestrian safety application and 2-foot straight bracket arm to trolley,
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streetlight, or traffic signal pole, including photo-electric sensor and LED lamp along Van Ness Avenue. The credit also includes all work involved in welding including testing and inspection.

- (c) Credit is taken for deletion of Bid Item SL-04, Furnish Spare Streetlight Parts which are no longer required as a result of this Contract Modification and for all work involved in delivery to and handling at City Yard of the spare streetlight parts.

The credit taken includes full compensation for furnishing all labor, material, equipment, and incidental work necessary for the deleted Work. The above amount also includes reduction in credit due to fixed cost of already incurred traffic control and pole inspection quality control.

Contractor shall be paid one-hundred percent (100%) of the original contract value for Pay Items SL-1, SL-2, and SL-4 in accordance with the lump sum guaranteed maximum price (GMP).

CM-02C	<u>PCC #002 - CIDH Pole Foundation Reinforcement</u>	(\$163,857.45)
	Change the reinforcement of 371 cast-in-drilled-hole (CIDH) pole foundations from welded wire hoops to spirals in accordance with Caltrans 2015 Standards, and the revised contract drawings and Technical Specifications.	
	The credit taken includes full compensation for furnishing all labor, material, equipment, and incidental work necessary for the changed Work.	

2. Add and adjust the following Contract Pay Items:

Pay Item	Description	Quantity	Unit	Unit Price	Extension
CM-02A	PCC#001 – OCS support pole/streetlight Changes	1	LS	\$5,618,458.57	\$5,618,458.57
CM-02B	PCC#001 - Delete Partial Bid Items SL-01, SL-02, & SL-04	1	LS	\$(991,440.14)	\$(991,440.14)
CM-02C	PCC#002 – CIDH Pole Foundation Reinforcement	1	LS	\$(163,857.45)	\$(163,857.45)
Contract Modification 2 Total:					\$4,463,160.98
Previous Contract Total:					\$193,827,555.00
New Revised Contract Total:					\$198,290,715.98

Total Contract Time added by this Contract Modification:	Deferred
Previous Contract Substantial Completion Date:	10/16/2019
Current Contract Substantial Completion Date:	10/16/2019

3. 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 direct 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 on the direct costs.
4. This Modification is made in accordance with Articles 6 and 7 of the Contract General Provisions.
5. Except as provided herein all previous terms and conditions of the Contract remain unchanged.
6. This modification shall not extend Contract Duration unless Contractor can substantiate a delay to Substantial Completion as a result of this Contract Modification by submitting a time impact evaluation as required by General Provision 6.02.

Attached Documents:

1. Revised Contract Drawings: OV-G1, OV-G2, OV-106, OV-107A, OV-108A, OV-109A, OV-110, OV-161, OV-162, SL-G1, SL-103 thru SL-106, SL-108, SL-110 thru SL-131, SL-132, ST-100 thru ST-105, ST-110 thru ST-112, ST-160 thru ST-165, and ST-170 thru ST-173.
2. Revised Technical Specification 16520 (Streetlights)

In Witness Whereof, the parties have executed this Modification in San Francisco, California as of this _____ day of _____, 2018.

WALSH CONSTRUCTION

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

By: _____

Sean C. Walsh
President

By: _____

Edward D. Reiskin
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 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