



RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH PARSONS BRINCKERHOFF, INC. BY \$224,600 FOR A TOTAL AMOUNT NOT TO EXCEED \$596,600, FOR PLANNING AND ENGINEERING SERVICES FOR THE 19TH AVENUE/M-OCEAN VIEW PROJECT PRE-ENVIRONMENTAL STUDY PHASE AND AUTHORIZE THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is serving as the procuring agency for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase being led by the San Francisco Municipal Transportation Agency (SFMTA); and

WHEREAS, This phase continues work started in the Transportation Authority-led 19th Avenue Transit Study (Feasibility Study); and

WHEREAS, On May 24, 2011, the Parkmerced project was approved by the San Francisco Board of Supervisors; and

WHEREAS, As a condition of the Development Agreement between Parkmerced and the City and County of San Francisco, Parkmerced is committed to implementing a re-location of the M-Ocean View line through the site via one of two options: 1) introducing new at-grade crossings of 19th Avenue at Holloway and Junipero Serra; or 2) grade-separating (subway or bridge) the M-Ocean View crossings of 19th Avenue; and

WHEREAS, To provide additional information about the potential to pursue the second grade-separated option, the Transportation Authority led the Feasibility Study in partnership with SFMTA and other partner agencies and stakeholders; and

WHEREAS, This Feasibility Study was conducted between 2012 and 2014 and identified



high-performing options to advance to a subsequent phase of Pre-Environmental Study; and

WHEREAS, On March 25, 2014, through Resolution 14-67, the Transportation Authority Board unanimously approved the Feasibility Study Final Report, concluding this phase of work; and

WHEREAS, Under agreement with the Transportation Authority, SFMTA has taken over leadership of the project and launched the Pre-Environmental Study phase in continued partnership with the Transportation Authority and other stakeholders; and

WHEREAS, The Transportation Authority is serving as the contracting agency for the planning and engineering professional services needed for this phase as one of its roles and responsibilities as agreed to in Contract No. SFMTA-2014-44 executed in May 2014; and

WHEREAS, On June 24, 2014, through Resolution 14-83, the Transportation Authority Board unanimously awarded an 18-month contract for planning and engineering services for the 19th Avenue/M-Ocean View Project to Parsons Brinckerhoff, Inc. in an amount not to exceed \$372,000; and

WHEREAS, Consistent with the agreement between SFMTA and the Transportation Authority, staff have undertaken management of the professional consultant services to provide the necessary scoped planning and engineering services to prepare California Department of Transportation (Caltrans) Project Study Report-Project Development Support (PSR-PDS) documentation and other necessary activities; and

WHEREAS, The PSR-PDS scopes the level of effort needed for the environmental review phase, and engages Caltrans staff in early review of conceptual plans, profiles, and cross-sections of Build Alternatives to be further engineered and undergo environmental review in the subsequent phase; and

WHEREAS, The consultant scope of work for this phase assumed that the engineering work conducted during the Feasibility Study was sufficient to carry directly into the PSR-PDS,



however the project team has since determined that additional engineering work is required to support the PSR-PDS; and

WHEREAS, This work represents approximately half of the overall contract amendment increase and is further described in Task 4 in Attachment 1; and

WHEREAS, The additional engineering required for this task has necessitated additional and more frequent meetings than initially anticipated, requiring an increase in Task 1 project management, approximately another 25% of the budget addition; and

WHEREAS, While not essential to the Caltrans process, SFMTA wishes to have certainty that a first phase of the project can move forward in a timeframe that supports the City and County of San Francisco's Parkmerced Development Agreement responsibilities, which would require full funding and project approvals on a timeframe much faster than would be typical for a project of this scale; and

WHEREAS, To this end, Task 3 includes engineering study of new alternative variations where the southern grade-separated crossing is a tunnel instead of a bridge; and

WHEREAS, The additional work would commence as soon as the contract amendment has been executed and be completed within the original contract period that extends through December 2015; and

WHEREAS, In order to fund the additional work, SFMTA requested a Prop K allocation that was reviewed and unanimously recommended for approval by the Plans and Programs Committee at its June 16, 2015 meeting; and

WHEREAS, The contract amendment is contingent on approval of the aforementioned Prop K allocation, scheduled for the June 23 Transportation Authority Board meeting, and the amendment of Contract No. SFMTA-2014-44 between the Transportation Authority and SFMTA that provides budget for all Transportation Authority staff and consultant costs dedicated to this



phase of the project; and

WHEREAS, The proposed contract amendment will be 100% reimbursed by SFMTA, and if approved, will be included in the Transportation Authority's Fiscal Year 2015/16 mid-year budget amendment; and

WHEREAS, At its May 27, 2015 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its June 9, 2015 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby increases the amount of the professional services contract with Parsons Brinckerhoff, Inc. by \$224,600 to a total amount not to exceed \$596,600 for planning and engineering services; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

Attachment:

1. 19th Avenue/M-Ocean View Pre-Environmental Study Phase Contract Amendment Scope of Services



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of June, 2015, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

Nays: (0)

Absent: (0)

Scott Wiener 6/25/15
Scott Wiener Date
Chair

ATTEST: Tilly Chang 7/2/15
Tilly Chang Date
Executive Director

Attachment 1

19th Avenue/M-Ocean View Pre-Environmental Study Phase Contract Amendment Draft Scope of Additional Services

Task 1 – Project Management

The consultant contract scope assumed a streamlined management effort, including limited coordination and meetings in an effort to be as cost-effective as possible in developing the Caltrans required Project Study Report – Project Development Support (PSR-PDS). However, longer and more frequent meetings have been needed to adequately review project progress and make decisions. Also, this phase will continue approximately four months longer than originally budgeted.

This effort includes a minimum of 10 additional meetings – by phone and in person – for the purpose of reporting progress, seeking direction and input from SFMTA, SFCTA, SF Planning, Parkmerced, and other stakeholders, providing updates on engineering issues, and generally coordinating to ensure smooth progress of the project.

Deliverables: On-going project management through completion of the effort in November 2015.

Task 2 – Communications/Outreach Strategy and Implementation

Engineering work completed during this phase has revealed a need for more intensive and focused outreach in the Oceanview-Merced-Ingleside Heights (OMI) neighborhood. This outreach will allow for adequate community dialogue and input to inform the refined project definition used in the next phase of environmental review. The team is anticipating to contract with a community-based organization to support this work which would include a variety of activities such as Chinese translation, joining existing community-building activities in the neighborhood, organizing special meetings and events, and documenting the input.

Deliverables: Outreach notices, meetings/events/activities, and summary documentation.

Task 3 – Build Alternative Options Development, Screening, and Evaluation

This task includes work that is not essential to the Caltrans PSR-PDS, but that SFMTA needs to complete in advance of commencement of environmental review. Specifically it includes concept level engineering of a low-cost alternative that is a standard requirement for environmental review to compare the higher cost project alternatives against. In addition, this task includes engineering study of a new alternative variation where the southern grade-separated crossing is a tunnel instead of a bridge. This concept development work is prudent because 1) additional engineering work of the bridge has revealed technical constructability challenges; 2) additional engineering work of the bridge has revealed potential community impacts; 3) consideration of a southern tunnel may enable new phasing options that would allow a first phase to move forward before full funding for the larger project is identified.

Deliverables: two additional sets of planning-level design drawings, including plan and profiles, for a lowest-cost option and a southern tunnel option.

Task 4 – Project Development

Sub-Task 4.1 Plans and Cross-Sections: This task covers additional engineering work that was not anticipated during initiation of this phase. The original scope assumed the alignment and profile prepared during the Feasibility Study

would be carried directly into the PSR-PDS but in reality major additional work was needed to adhere to SFMTA, Caltrans, and Parkmerced design criteria. This task allows for the additional engineering work that will be needed to develop the main Build Alternative being scoped in the PSR-PDS.

Sub-Task 4.2 Conceptual Design for Stations

This task covers production of conceptual station designs additional to those initially scoped, including underground stations at St. Francis Circle, two locations for Stonestown, SF State, and within Parkmerced. While originally three station concept designs were scoped that included two Stonestown and one SF State location, two of these designs must be re-worked to work with underground median-running rather than west-side running tracks. This task also covers production of conceptual illustrations of two concepts for a new surface station in the OMI. This additional effort will result in conceptual station designs that reflect the most likely future configuration that future project development will focus on, and is prudent to invest in now rather in the subsequent phase of work as it will result in a more streamlined Caltrans review. This effort will also be invaluable for the community outreach efforts during this phase, as well as for cooperative discussions with westside property owners.

Sub-Task 4.3 Utility, Research, Coordination, and Mapping

Several utility files have been obtained but are not assembled in one composite map. It is financially prudent to invest in production of this composite map now as it will be needed eventually and can be produced based on the knowledge the project engineer has developed as a result of the work completed this year. This task covers consultant work to update the existing utility mapping to reflect the most current known field conditions.

Deliverables:

- Plan and profiles drawings
- Five underground station concept designs including locations for pedestrian, bicycle, bus and ADA accessible access, and conceptual illustrations
- Composite utility map

Task 5 – Evaluation

The original scope did not include adequate consultant effort required to provide information to capital cost estimator to support development of station/platform cost estimates. This task covers time from consultant station/platform cost estimator to review conceptual station drawings to estimate station/platform capital costs. This expertise will improve the overall capital cost estimates as stations will be one of the most substantial drivers of the capital costs of the project.

Deliverables: Evaluation Results memorandum, including capital costs (same deliverable as originally scoped).