

THIS PRINT COVERS CALENDAR ITEM NO.: 10.6

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Awarding SFMTA Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, to Liffey Electric, Inc., to upgrade the existing electrical infrastructure and install City-furnished battery electric bus chargers and equipment at the Woods Bus Yard, in the amount of \$2,694,000, and for a term of 270 days to substantial completion.



SUMMARY:

- On February 27, 2020, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for SFMTA Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program (Project).
- The Project includes upgrading the existing electrical infrastructure and installation of the charging stations to power nine new battery electric buses procured separately as part of the SFMTA’s Battery-Electric Bus Pilot Program. Upon project completion, the new electrical infrastructure, charging system, and battery electric buses will be evaluated for long-term use in the bus fleet. This pilot program will be instrumental in determining the SFMTA’s future strategy for charging methodologies necessary for electrifying the new zero-emission electric buses.
- On May 21, 2020, the SFMTA received and opened six bids for Contract No. 1316. Liffey Electric, Inc. was the responsible bidder that submitted the lowest responsive bid of \$2,694,000, which was 21% below the Engineer’s estimate of \$3,400,000.
- The SFMTA has determined that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget & Financial Plan

APPROVALS:

	DATE
DIRECTOR <u></u>	<u>July 15, 2020</u>
SECRETARY <u></u>	<u>July 14, 2020</u>

ASSIGNED SFMTAB CALENDAR DATE: July 21, 2020

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PURPOSE

The purpose of this calendar item is to award SFMTA Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, to Liffey Electric, Inc. to upgrade the existing electrical infrastructure and install City-furnished battery electric bus chargers and equipment at the Woods Bus Yard, in the amount of \$2,694,000, and for a term of 270 days to substantial completion.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Work to be performed under Contract No. 1316 supports the following goal and objective in the SFMTA's Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/Objectives:

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.4 Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

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.

DESCRIPTION

“The Path to Zero Emission” is the mission of this Project’s pilot program. The SFMTA is a national leader in supporting sustainable, reduced and zero-emission revenue transit vehicles. The SFMTA Board adopted a Zero Emission Policy at its meeting on May 18, 2018. Starting in 2025, the SFMTA will be purchasing battery electric buses only. By 2035, the SFMTA will be operating a bus fleet of 100% electric vehicles. With this rollout plan, the SFMTA has procured its first group of electric buses (from three manufacturers), which are expected to arrive at the Woods Bus Yard in 2021.

This Electric Bus (eBus) Charging Station Pilot Program will support the charging and recharging needs of these upcoming new eBuses. Upon Project completion, the Agency will evaluate the electrical infrastructure, charging system and eBuses for long-term use in the bus fleet. This pilot program will be instrumental in determining the SFMTA’s future strategy for charging methodologies necessary for electrifying the new zero-emission ebuses.

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Specifically, the work includes:

1. Obtain PG&E approval of medium voltage equipment shop drawings, installation and testing.
2. Furnish and install 6" PVC conduits and underground boxes (#7) per PG&E requirement for incoming 12 KV service. Restore pavement after conduits and underground boxes are installed.
3. Furnish and install outdoor medium voltage switchgear including PG&E pull and metering section, 12 KV main circuit breaker including remote terminal unit and battery compartment.
4. Modify the existing SCADA master system and create user interface graph for incorporating the new RTU (Remote Terminal Unit) and data points.
5. Furnish and install medium voltage cable from medium voltage switchgear to medium voltage transformer.
6. Furnish and install medium voltage transformer, low voltage busway and busway support, and low voltage switchboard.
7. Furnish and install low voltage transformer, conduit and wires and replace the existing PG&E service at the facility with new power service from the low voltage transformer. The work also includes necessary busbar modification for new cable termination and connection, and replacement of the rating plug on the existing main breaker to 800 amps.
8. Furnish and install wall mount LED lighting fixtures with photocell in the project area.
9. Install City furnished electric bus charging equipment including power blocks, distribution cabinets, and depot stations per manufacturer's instructions.
10. Furnish and install power, control and communication conduits, wires/cables and devices; outdoor type network equipment cabinet; and underground boxes for future expansion of the charging stations in the yard.
11. Furnish and install bus wheel stops for the e-bus and bollards to protect the dispensers.
12. Furnish and install anchorage and foundations/pads for electrical equipment and electric bus charging station equipment.
13. Furnish and install concrete wall, fence, plexiglass and fence gate.
14. Perform earthwork, backfill with new soil, grading and paving.
15. Transport and dispose hazardous soil.
16. Furnish and install grounding ring and grounding rods and bonding of the fence and all electrical equipment.
17. Perform commissioning and acceptance tests. Provide as-built and all closeout documentation.

BIDS RECEIVED

On February 27, 2020, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1316 in accordance with Board Resolution No.

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191203-153, which delegated, among other things, the authority to issue bid calls to the Director of Transportation.

On May 21, 2020, the SFMTA received and publicly opened the following six bids:

Bid	Bidders	Bid Amount
1	Liffey Electric, Inc.	\$2,694,000
2	Bay Area Lightworks, Inc.	\$2,886,700
3	CF Contracting, Inc.	\$3,198,000
4	Cal State Contractors, Inc.	\$3,314,000
5	Rubicon Builders	\$3,555,414.50
6	Angotti and Reilly, Inc.	\$3,853,119

The lowest responsive bid of \$2,694,000 submitted by Liffey Electric, Inc. (Liffey) is 21% below the engineer’s estimate of \$3.4 million. The SFMTA determined that it has obtained a fair and reasonable price for the work.

The contract requires the construction work to reach substantial completion within 270 days from the Notice to Proceed.

The California Subletting and Subcontracting Fair Practices Act (Public Contract Code section 4104) requires bidders to list all subcontractors that will perform more than one-half of one percent of the value of the Contract. Liffey listed the following subcontractors:

Subcontractor	Status	Value
R&S Construction Management, Inc.	SBE	\$173,000
AAA Fence Company	SBE	\$17,311

The SFMTA’s Contract Compliance Office (CCO) designated the subject contract to be set-aside for participation by eligible Small Business Enterprises (SBE) only. The CCO reviewed the bid proposals and determined that Liffey meets the SBE set-aside requirements for this contract. The CCO also confirmed that Liffey has committed to meeting the Non-discrimination Equal Employment Requirements of the contract and is in compliance with the City’s Equal Benefits Ordinance.

BIDDER’S SAFETY RECORD

Under the Contract, the lowest responsive and responsible bidder must meet the following requirements to demonstrate a satisfactory record of health and safety to qualify for award of the Contract.

1. In the past three years, the contractor is required to have an average workers’ compensation experience modification rate (EMR) of 1.0 or less; and

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2. The contractor shall not have a finding of more than a certain number of “serious,” “willful,” “repeat,” or “serious and willful” health or safety violations/penalties from the State of California Occupational Safety and Health Administration (OSHA) or Federal OSHA based on the following:
 - a. If the contractor’s average gross revenue for the past three years is above \$50 million, the contractor shall not have six or more “serious,” “willful,” “repeat,” or “serious and willful” health or safety violations/penalties from OSHA.
 - b. If the contractor’s average gross revenue for the past three years is below \$50 million, the contractor shall not have three or more “serious,” “willful,” “repeat,” or “serious and willful” health or safety violations/penalties from OSHA.

The SFMTA researched Liffey’s health and safety record and verified that: (1) Liffey’s EMR for the past three years is 0.86; and (2) it did not have any health or safety violations/penalties in the past three years from OSHA. Therefore, Liffey satisfied the health and safety requirements, and is deemed responsible on that basis for award of this Contract.

STAKEHOLDER ENGAGEMENT

The work at the Woods Bus Yard is primarily limited to work within the property line enclosed by mental fencing. The work does not directly impact transit service. Project staff consulted SFMTA Transit management, Facility Management, superintendents and staff who work at the Woods Bus Yard during the project design process. The staff at the Woods Bus Yard are supportive of the Project.

Public outreach will include communication to the District Supervisor as a courtesy since there is no anticipated impact to the community.

ALTERNATIVES CONSIDERED

As mentioned above, the SFMTA, the SFMTA has procured its first group of nine electric buses, which are expected to arrive at the Woods Bus Yard in 2021. The infrastructure upgrade and installation of the eBus charging system at the Woods Bus Yard must coincide with the delivery schedule of the eBuses. The infrastructure upgrade and installation of the eBus charging system is the only option/immediate step to support the execution of the Battery Electric Bus Pilot Program.

FUNDING IMPACT

The cost of this project is \$5,000,001. This contract is being awarded in the amount of \$2,694,000. The contract is federally funded, and the sources of funding are listed in Enclosure 2.

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ENVIRONMENTAL REVIEW

The proposed Electric Bus Charging Station at Woods Division is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On June 25, 2020, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2019-018044ENV) that the proposed Electric Bus Charging Station at Woods Division is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is 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, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

No other approvals are required to award this contract.

The City Attorney has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors award SFMTA Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, to Liffey Electric, Inc., to upgrade the existing electrical infrastructure and install city-furnished battery electric bus chargers and equipment at Woods Bus Yard, in the amount of \$2,694,000, and for a term of 270 days to substantial completion.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The purpose of San Francisco Municipal Transportation Agency (SFMTA) Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, is to upgrade the existing electrical infrastructure and install City-furnished battery electric bus chargers and equipment at the Woods Bus Yard to improve the quality of life and environment in San Francisco; and,

WHEREAS, On February 27, 2020, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract 1316 in accordance with Board Resolution No. 191203-153, which delegated, among other things, the authority to issue bid calls to the Director of Transportation; and,

WHEREAS, On May 21, 2020, the SFMTA received and opened six bids in response to its Invitation for Bids; and,

WHEREAS, The SFMTA determined that Liffey Electric, Inc. is the responsible bidder with the lowest responsive bid, in the amount of \$2,694,000; and,

WHEREAS, The Contract Compliance Office reviewed the bid proposals and determined that Liffey Electric, Inc. meets the SBE Set-Aside requirements for this Contract, has committed to meeting the Non-discrimination Equal Employment Requirements of the Contract, and is in compliance with the City’s Equal Benefits Ordinance; and,

WHEREAS, Contract No. 1316 will be funded through the following sources: Federal Transit Administration, Caltrans SB1, the City’s General Fund, and SFMTA operating funds; and,

WHEREAS, The proposed Electric Bus Charging Station at Woods Division is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On June 25, 2020, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2019-018044ENV) that the proposed Electric Bus Charging Station at Woods Division is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is 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, and is incorporated herein by reference; therefore, be it,

RESOLVED, That the SFMTA Board of Directors awards Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, to Liffey Electric, Inc., to upgrade the existing electrical infrastructure and install city-furnished battery electric bus chargers and equipment at Woods Bus Yard, in the amount of \$2,694,000, and for a term of 270 days to substantial completion.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 21, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2

WOODS FACILITY REHABILITATION – ELECTRIC BUS CHARGING STATION PILOT PROGRAM

San Francisco Municipal Transportation Agency, Contract No. 1316

Project Budget and Financial Plan

Project Budget	Amount
Planning Phase Staff Support (SFMTA and Other City Services)	\$29,391
Preliminary Engineering Staff Support (SFMTA and Other City Services)	\$285,315
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$941,501
Construction Phase Construction Contract, Contingency, and Staff Support	\$3,743,794
Total	\$5,000,001

Financial Plan	Amount
Caltrans SB1	\$851,371
CCSF General Fund	\$47,727
FTA	\$3,617,415
Operating	\$483,488
Total	\$5,000,001