

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1298, Cable Car Barn Propulsion Gearbox Rehabilitation, with UNICO Mechanical Corp., as the responsible bidder that submitted the lowest responsive bid to overhaul and rehabilitate five cable car gearboxes, in the amount of \$3,490,000.20, and for a term of 1,202 days to Final Completion.

SUMMARY:

- On January 26, 2017, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1298, Cable Car Barn Propulsion Gearbox Rehabilitation (Project).
- Under this Contract, the Contractor will overhaul and rehabilitate four cable car gearboxes presently in use at the Cable Car Barn at 1201 Mason St., as well as the spare unit presently in storage.
- On March 2, 2017, the SFMTA received and publicly opened two bids for Contract No.1298. UNICO Mechanical Corp., was the lowest responsive and responsible bidder.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget and Finance Plan

APPROVALS:

DATE

DIRECTOR _____

3/9/17

SECRETARY R. Boomer _____

3/9/17

ASSIGNED SFMTAB CALENDAR DATE: March 21, 2017

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PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1298, Cable Car Barn Propulsion Gearbox Rehabilitation, with UNICO Mechanical Corp., as the responsible bidder that submitted the lowest responsive bid to overhaul and rehabilitate five cable car gearboxes, in the amount of \$3,490,000.20, and for a term of 1,202 days to Final Completion.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Work to be performed under Contract No. 1298 supports the following goals and objectives in the SFMTA’s Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/ Objectives

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.3 Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing & car-sharing the preferred means of travel.
 - Objective 2.2 Improve transit performance.

Transit First Policy Principles

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

DESCRIPTION

The purpose of this project is to overhaul and rehabilitate four Cable Car Barn gearboxes presently in use at the Cable Car Barn at 1201 Mason St., as well as the spare presently in storage at the Burke Storage Facility at 1580 Burke St. The four gearboxes inside the Cable Car Barn have been in service since completion of the Cable Car Reconstruction in 1984. These gearboxes are vital components within the cable car system. The gearboxes are nearing the end of their service life and are in need of a complete overhaul and inspection to continue cable car service.

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Under this Contract, the Contractor will replace all worn parts, bearings, seals, and gaskets. The Contractor will perform additional inspection to gears, shafts, and other parts during the disassembly of the gearboxes, and replace them as needed.

The SFMTA believes that this Project will enhance safety, improve service reliability, and reduce unscheduled shutdowns of the cable car system due to equipment-related issues.

On December 19, 2016, the Contract Compliance Office (CCO) reviewed the bid specification for the Project. Due to the specialized nature of the work and absence of subcontracting opportunities, the Small Business Enterprise (SBE) goal was waived.

On January 30, 2017, the Office of Economic and Workforce Development's City Build section determined the San Francisco Local Hire Policy cannot be applied to this Federal Transit Administration (FTA)-funded contract since the SFMTA cannot make all certifications required by the FTA to allow for the use of geographic preferences.

Bids Received:

On January 26, 2017, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1298 in accordance with SFMTA Board of Directors Resolution No. 09-191, which delegated, among other things, the authority to issue bid calls to the Director of Transportation.

On March 2, 2017, the SFMTA received and publicly opened two bids as follows:

Bid	Contractor	Total Bid Price
1	NMI Industrial Holdings, Inc.	\$3,595,800.00
2	UNICO Mechanical Corp.	\$3,429,000.20

The original engineer's estimate for the work was \$3,630,000. The bid submitted by UNICO Mechanical Corp. is 5.5% below the engineer's estimate. The Project Team has concluded that, although there is variation in some of the individual bid items, the SFMTA has obtained a fair and reasonable price for the work.

The contract requires the construction work to reach final completion within 1,202 days from the Notice to Proceed.

Bidders are required by the California Subletting and Subcontracting Fair Practices Act (Public Contract Code section 4104) to list all subcontractors that will perform more than one-half of one percent of the value of the Contract. UNICO Mechanical Corp. listed the following subcontractors:

Subcontractor	Value
Philadelphia Gear/Timken Gear	\$420,610.00
Nuttall Gear	\$420,000.00
Bender CCP Inc.	\$200,000.00
Industry Uptime	\$50,000.00
Deming Arch. & Engineering	\$9,655.00

STAKEHOLDER ENGAGEMENT

The SFMTA staff reviewed transit impacts with various stakeholders. In order to minimize the impacts to transit operation and the public, the Project team worked with the Cable Car Barn Operation and Transit divisions to sequence four shutdowns. Each shutdown will be for eight continuous days. The shutdown schedule was determined based on the existing condition of the gearboxes and impact to the public. As a result of discussions and analysis, the shutdowns will occur during the spring and fall of 2017.

The SFMTA staff prepared a comprehensive communications plan to inform stakeholders about Project benefits and alternate bus service provided during the shutdowns. Outreach efforts started in February 2017. Information flyers were sent to community organizations and business associations, including those in the hotel and tourism industry. The SFMTA public outreach team attended community meetings to share the information. For each shutdown, the communications team will use multiple media channels for an extensive public outreach, which will include distribution of the information flyer to residents and community stakeholders, posting customer alert and construction signage, and using ambassador support and social media posts.

ALTERNATIVES CONSIDERED

The alternative not to perform the complete overhaul and rehabilitation would result in service delays and unscheduled shutdowns of the cable car system. Replacing the existing gearboxes with new units would result in a higher cost and longer construction period.

FUNDING IMPACT

The total project budget is \$6,970,000. The design phase was funded with AB664 Regional Bridge Toll and Federal Transit Administration (FTA) formula funds. Construction phase funding has been secured and will be funded with Proposition K Sales Tax (\$1,280,000) and FTA formula funds (\$5,120,000).

ENVIRONMENTAL REVIEW

The Cable Car Barn Propulsion Gearbox Rehabilitation project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for (1) the restoration or rehabilitation of deteriorated or damaged mechanical equipment to

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meet current standards of public health and safety and class (CEQA Guidelines Section 15301, Class 1(d); and (2) replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity as defined in Title 14 of the California Code of Regulations Section 15301 (CEQA Section 15301).

On October 13, 2016, the Planning Department determined (Case Number 2016-013330ENV) that the Cable Car Barn Propulsion Gearbox Rehabilitation Project is categorically exempt from CEQA as defined in CEQA Guidelines Section 15301. The Planning Department's determination (Case Number 2016-013330ENV) 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

None. The City Attorney's Office has reviewed the calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors authorizes the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1298, Cable Car Barn Propulsion Gearbox Rehabilitation, with UNICO Mechanical Corp., as the responsible bidder that submitted the lowest responsive bid to overhaul and rehabilitate five cable car gearboxes, in the amount of \$3,490,000.20, and for a term of 1,202 days to Final Completion.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) Contract No. 1298, Cable Car Barn Propulsion Gearbox Rehabilitation, is for the overhaul and rehabilitation of five cable car gearboxes; and,

WHEREAS, On December 19, 2016, the Contract Compliance Office (CCO) waived the Small Business Enterprise (SBE) goal for the Project; and,

WHEREAS, On January 26, 2017, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1298, Cable Car Barn Propulsion Gearbox Rehabilitation; and,

WHEREAS, On March 2, 2017, the SFMTA received and publicly opened two bids for Contract No.1298; and,

WHEREAS The SFMTA determined that UNICO Mechanical Corp. was the responsible bidder that submitted the lowest responsive bid in the amount of \$3,490,000.20; and,

WHEREAS, The Cable Car Barn Propulsion Gearbox Rehabilitation is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the restoration or rehabilitation of deteriorated or damaged mechanical equipment to meet current standards of public health and safety and class; and replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On October 13, 2016, the Planning Department determined (Case Number 2016-013330ENV) that the Cable Car Barn Propulsion Gearbox Rehabilitation Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; now, therefore be it

RESOLVED, That the SFMTA Board authorizes the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1298, Cable Car Barn Propulsion Gearbox Rehabilitation Project, with UNICO Mechanical Corp., as the responsible bidder that submitted the lowest responsive bid to overhaul and rehabilitate five cable car gearboxes, in the amount of \$3,490,000.20, and for a term of 1,202 days to Final Completion.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 21, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2

Cable Car Barn Propulsion Gearbox Rehabilitation Project,

San Francisco Municipal Transportation Agency, Contract No. 1289,

Project Budget and Financial Plan

Cost	Amount
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$570,000
Construction Phase Construction Contract, Contingency, and Staff Support	6,400,000
Total Cost	\$6,970,000

Funding	Amount
Proposition K Local Sales Tax	\$1,280,000
AB664 Regional Bridge Tolls	114,000
Federal Transit Administration (FTA) Formula Funds	5,576,000
Total Funding	\$6,970,000