

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs & Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Contract Modification No. 1 to Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, with Liffey Electric, Inc., to close out the contract by extending the contract term and adjusting the quantity in the Schedule of Bid Prices to reflect the actual quantity of work performed. This Modification decreases the Contract amount by \$63.71, for a total Contract amount of \$2,693,936.29 and increases the overall Contract Time to substantial completion by 219 days for a total Contract Time of 489 days to Substantial Completion.

SUMMARY:

- On July 21, 2020, the SFMTA Board of Directors adopted Resolution No. 200721-067, which authorized the award of SFMTA Contract No. 1316, Wood Facility Rehabilitation – Electric Bus Charging Station Pilot Program, with Liffey Electric, Inc. in the amount of \$2,694,000, and for a term of 270 days from Notice to Proceed to Substantial Completion.
- The Contract specified work to be performed in two phases, with Phase 2 not beginning until PG&E provided new electrical service. Under the Contract, the shortest possible Contract Time to Substantial Completion was 270 days after the date of commencement of the Contract Time and the longest was 450 days. The SFMTA Board Resolution approved only the shortest possible term of 270 days.
- The total contract delay was 219 days, comprised of 81 days due to the delay in equipment delivery and 138 days due to delay in PG&E providing new service.
- This Contract Modification also adjusts the quantities in the Schedule of Bid Prices to close out the contract.

ENCLOSURES:

1. SFMTAB Resolution
2. Contract Modification No. 1
3. Project Budget and Financial Plan

APPROVALS:

DIRECTOR



DATE

July 26, 2023

SECRETARY



July 26, 2023

ASSIGNED SFMTAB CALENDAR DATE: August 1, 2023

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PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute Contract Modification No. 1 to Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, with Liffey Electric, Inc., to close out the contract by extending the contract term and adjusting the quantity in the Schedule of Bid Prices to reflect the actual quantity of work performed. This Modification decreases the Contract amount by \$63.71, for a total Contract amount of \$2,693,936.29 and increases the overall Contract Time to substantial completion by 219 days for a total Contract Time of 489 days to Substantial Completion.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Work performed under Modification 1 to Contract No. 1316 supports the following goals in the SFMTA's Strategic Plan and Transit First Policy Principles.

Strategic Goals:

5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas (GHG) emissions by increasing use of transit, walking and bicycling.
9. Fix things before they break, and modernize systems and infrastructure.

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.
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.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
10. 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.

DESCRIPTION

Background

On July 21, 2020, the SFMTA Board of Directors adopted Resolution No. 200721-067, which authorized the award of SFMTA Contract No. 1316, Wood Facility Rehabilitation – Electric Bus Charging Station Pilot Program (Contract) to Liffey Electric, Inc, in the

amount of \$2,694,000, and for a Contract Term of 270 days from Notice to Proceed to Substantial Completion.

Work performed under the Contract included upgrading the existing electrical infrastructure and installation of the charging stations to power the first batch of new battery electric buses procured separately as part of the SFMTA’s Battery-Electric Bus Pilot Program.

The new electrical infrastructure, charging system, and battery electric buses would be evaluated for long-term use in the bus fleet. The pilot program was instrumental in determining the SFMTA’s future strategy for charging methodologies to be used for electrifying the new zero-emission buses.

Current Status

The Contractor achieved Substantial Completion of all work on February 5, 2022. This Modification 1 implements the final closeout and acceptance of this project.

Current Modification

On July 21, 2020, the SFMTA Board of Directors adopted Resolution No. 200721-067, authorizing the award of SFMTA Contract No. 1316, Wood Facility Rehabilitation – Electric Bus Charging Station Pilot Program, to Liffey Electric, Inc, in the amount of \$2,694,000 for a term of 270 days from Notice to Proceed to Substantial Completion; with 210 days to substantially complete Phase I and 60 days to substantially complete Phase II.

The date of commencement of the Contract Time was established as October 5, 2020, with a contractually-required Substantial Completion date of May 2, 2021. As noted above, the Contractor had 210 days to complete Phase I, which included installing and powering City furnished electric bus chargers and equipment. The required City-furnished (not Contractor-supplied) equipment was delivered late to the project site and delayed Substantial Completion of Phase I by a total of 81 calendar days (CD) - see Table 1 below. This compensable equipment delay pushed out substantial completion of Phase I to July 22, 2021.

Table 1: As-planned vs As-built Critical Paths

ID	Task Mode	Task Name	Duration	Actual Start	Actual Finish	Timeline (Sep to Aug)											
1	AS-PLANNED	NTP	209 days	Mon 10/5/20	Sun 5/2/21	[Gantt chart showing planned path ending 5/2/21]											
2	AS-PLANNED	Submittals and Procurement	0 days	Mon 10/5/20	Mon 10/5/20	[Gantt chart showing planned path ending 10/5/20]											
3	AS-PLANNED	Owner Provided Equipment	171 days	Mon 10/5/20	Mon 3/29/21	[Gantt chart showing planned path ending 3/29/21]											
4	AS-PLANNED	Install, Setup, configure, & Field Acceptance Testing	116 days	Mon 10/5/20	Tue 2/2/21	[Gantt chart showing planned path ending 2/2/21]											
5	AS-PLANNED	Submittals and Procurement	34 days	Mon 3/29/21	Sun 5/2/21	[Gantt chart showing planned path ending 5/2/21]											
6	AS-PLANNED	Substantial Completion	0 days	Sun 5/2/21	Sun 5/2/21	[Gantt chart showing planned path ending 5/2/21]											
7	AS-BUILT	NTP	290 days	Mon 10/5/20	Thu 7/22/21	[Gantt chart showing as-built path ending 7/22/21]											
8	AS-BUILT	Submittals and Procurement	0 days	Mon 10/5/20	Mon 10/5/20	[Gantt chart showing as-built path ending 10/5/20]											
9	AS-BUILT	Owner Provided Equipment	197 days	Mon 10/5/20	Tue 4/20/21	[Gantt chart showing as-built path ending 4/20/21]											
10	AS-BUILT	Install, Setup, configure, & Field Acceptance Testing	256 days	Mon 10/5/20	Fri 6/18/21	[Gantt chart showing as-built path ending 6/18/21]											
11	AS-BUILT	Submittals and Procurement	34 days	Fri 6/18/21	Thu 7/22/21	[Gantt chart showing as-built path ending 7/22/21]											
12	AS-BUILT	Substantial Completion	0 days	Thu 7/22/21	Thu 7/22/21	[Gantt chart showing as-built path ending 7/22/21]											

Phase II would begin when PG&E provided new service for the bus chargers. The Contract foresaw the potential for PG&E delay in turning on the new power. Special

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Provision SP-3 was included to allow the Contractor to commence work of Phase II upon receiving new service from PG&E, no later than 180 days after Substantial Completion of Phase I Work.

The total contract delay was 219 days, comprised of 81 days due to the delay in equipment delivery and 138 days due to delay in PG&E providing new service.

The SFMTA Board Resolution approving the original Contract award only authorized a Contract term of 270 days, the shortest possible term. The final length of the contract was 489 days (270 + 219 days). It was 219 days longer than the Board approved 270 days. Board approval is required for this modification because it increases the original approved term by more than 25%.

The original contract value was \$2,694,000. The 81-day compensable equipment delay to Phase I increased the Contract Amount by \$104,247 but the final quantity adjustment decreased it by \$104,310.71 for a net decrease of \$63.71, leaving a total Contract amount of \$2,693,936.29.

STAKEHOLDER ENGAGEMENT

The work at the Woods Bus Yard was limited to work within the property line enclosed by metal fencing. The work did not directly impact transit service. Project staff consulted SFMTA Transit Management, Facility Management, along with superintendents and staff at the Woods Bus Yard during the project design process. Staff were supportive of the modification.

Public outreach included communication to the District Supervisor as a courtesy since there was no anticipated impact to the community.

ALTERNATIVES CONSIDERED

No alternative available for delay due to PG&E and equipment delivery.

FUNDING IMPACT

The proposed Contract Modification No. 1 decreases the Contract Amount by \$63.71.

Category	Amount
Original Contract Value	\$2,694,000.00
Equipment Delay	\$104,247.00
Quantity Adjustment	\$(104,310.71)
<u>Net Decrease</u>	<u>\$(63.71)</u>

This decrease will be credited to the project budget.

The project is funded by Transportation Sustainability Fees, SB1 State of Good Repair, Federal Transit Agency and Operating funding sources.

ENVIRONMENTAL REVIEW

The proposed Contract Modification No. 1 to Contract No. 1316, 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 Electric Bus Charging Station at Woods Division was categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The proposed Contract Modification No. 1 to Contract No. 1316 is within the scope of the Electric Bus Charging Station categorical exemption issued in 2019.

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 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed the calendar item. No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors authorize the Director of Transportation to execute Contract Modification No. 1 to Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, with Liffey Electric, Inc., to close out the contract by extending the contract term and adjusting the quantity in the Schedule of Bid Prices to reflect the actual quantity of work performed. This Modification decreases the Contract amount by \$63.71, for a total Contract amount of \$2,693,936.29 and increases the overall Contract Time to substantial completion by 219 days for a total Contract Time of 489 days to Substantial Completion.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On July 21, 2020, the SFMTA Board of Directors adopted Resolution No. 200721-067, which authorized the award of SFMTA Contract No. 1316, Wood Facility Rehabilitation – Electric Bus Charging Station Pilot Program, with Liffey Electric, Inc, in the amount of \$2,694,000, and for a term of 270 days to Substantial Completion; and,

WHEREAS, The work under the Contract involved upgrading the existing electrical infrastructure and installation of the charging stations to power the first batch of new battery electric buses procured separately as part of the SFMTA’s Battery-Electric Bus Pilot Program; and,

WHEREAS, The Contract specified work to be performed in two phases, with 210 days to substantially complete Phase I and 60 days to substantially complete Phase II; and,

WHEREAS, Phase I of the Contract involved installing City-furnished electric bus chargers and equipment; Phase II of the Contract involved connecting and testing of City-furnished electric bus chargers to the new power service, with Notice to Proceed of Phase II beginning upon PG&E providing a new power service for the bus chargers; and,

WHEREAS, The required City-furnished (not Contractor-supplied) equipment was delivered late to the project site and delayed Substantial Completion of Phase I by 81 calendar days; and,

WHEREAS, PG&E was unable to provide a new electrical service upon Substantial Completion of Phase I Work, which delayed Notice to Proceed of Phase II by 138 days; and,

WHEREAS, The above delays extended the contract term by 219 days, and the final length of the contract was 489 days; and,

WHEREAS, The proposed Contract Modification No. 1 to Contract No. 1316, 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 Electric Bus Charging Station at Woods Division was categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; the proposed Contract Modification No. 1 to Contract No. 1316 is within the scope of the Electric Bus Charging Station categorical

exemption issued in 2019; 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 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to execute Contract Modification No. 1 to Contract No. 1316, Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program, with Liffey Electric, Inc., to close out the contract by extending the contract term and adjusting the quantity in the Schedule of Bid Prices to reflect the actual quantity of work performed. This Modification decreases the Contract amount by \$63.71, for a total Contract amount of \$2,693,936.29 and increases the overall Contract Time to substantial completion by 219 days for a total Contract Time of 489 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 August 1, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

CONTRACT MODIFICATION NO. 1 (FINAL)

San Francisco Municipal Transportation
Agency
Contract No. 1316
Woods Facility Rehabilitation – Electric
Bus Charging Station Pilot Program

Contractor: Liffey Electric, Inc.
55 Dorman Avenue
San Francisco, CA 94124

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The Contract is modified as follows:

1. Scope of Change

Amount	
\$104,247.00	CM-1.1 <u>Compensable Delayed Delivery for the City Furnished Electric Bus Charging Equipment:</u> The Contract Time to Substantial Completion for Phase 1 is extended by 81 Calendar Days for the delay resulting from the delayed delivery of City furnished electric bus charging equipment. The 81 Days is agreed to be compensable at a daily rate of \$1,287.00 in the total amount of \$104,247.00. This delayed the Substantial Completion of Phase 1 to July 22, 2021. This delay extended the Substantial Completion date of the contract to February 5, 2022. Under Special Provisions SP-3 Time Allowance for Completion of Work, the Work was specified to be performed in two phases, where the commencement of Phase 2 was based on PG&E providing the New 12KV electrical Service. The shortest possible contract duration to substantial complete the contract was 270 days while the longest was 450 days. Delay to Phase 1 and PG&E delay increased the Contract Time to Substantial Completion of the contract to 489 days. Since Contract Time approved under SFMTA Board Resolution No. 200721-067 was for the shortest possible duration of 270 days, the Contract Time to the Substantial Completion for the contract is extended by 219 days.
(\$104,310.71)	CM1-2 <u>Bid Item Final Quantity Adjustments:</u> Contract Bid Item quantities and allowances are adjusted to reflect actual quantities and amounts of Work provided and installed by the Contractor, as listed on the attached Final Quantity Adjustment, decreasing the Contract amount by \$104,310.71.

2. Add the following new Contract Pay Items:

Item	Description	Quantity	Unit/LS	Unit Price	Total Value
CM-1.1	Compensable Delayed Delivery for the City Furnished Electric Bus Charging Equipment	1	LS	n/a	\$ 104,247.00
CM-1.2	Bid Item Final Quantity Adjustments	1	LS	n/a	(\$104,310.71)

Total Amount of this Contract Modification: Decrease (\$63.71)

Previous Total of Contract: \$2,694,000.00

New Revised Total of Contract: \$2,693,936.29

Total Contract Time Added by this Contract Modification:	219 Days
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Current Contract Substantial Completion Date: 7/1/2021

Revised Contract Substantial Completion Date: 2/5/2022

3. This Contract Modification is made in accordance with Articles 6 and 7 of the General Provisions of the Contract.

4. The compensation (in time and cost) set forth in this Modification comprises the total of all compensation due to Contractor, all Subcontractors and all Suppliers, as a result of: (1) all additional work required during performance of the Contract; and (2) all delays caused by the SFMTA during performance of the Contract. The compensation also covers any time impact on unchanged Work, including delays and inefficiencies. This modification includes all Change Order Requests (CORs) and claims of the Contractor under the Contract, including, but not limited to, the following CORs:

1. Liffey Electric, Inc. Serial Letter No. 016R.2 & COR #40

The execution of this Modification constitutes an accord and satisfaction of all claims for additional compensation or time under the Contract. Contractor on behalf of itself, and all Subcontractors and Suppliers, specifically waives and releases any and all claims, rights, or interest, including but not limited to legal and equitable claims for direct, indirect, and overhead costs, delay, impact, disruption, loss of efficiency or other special, extraordinary or consequential costs arising from or related to the Contract, without exception or reservation of any kind.

5. Except as specifically stated herein, all other terms and conditions of the Contract remain unchanged. Any modification of the Contract must be express and in conformance with the General Provisions and Special Provisions.

Attachments:

A. Final Quantity Adjustment

In Witness Whereof, the parties have executed this Modification in San Francisco, California, on the following date: _____.

Liffey Electric, Inc.

CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

By: _____

Signature
Patrick White
President

By: _____

Signature
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:
City Attorney

By: _____

Signature
David F. Innis
Deputy City Attorney

San Francisco Municipal Transportation Agency
 Contract No. 1316
 Woods Facility Rehabilitation - Electric Bus Charging Station Pilot Program


Final Quantity Adjustment



ITEM NO.	DESCRIPTION	UNIT	UNIT PRICE	CONTRACT		FINAL AMOUNT		Adjustment
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	
G-01	MOBILIZATION AND DEMOBILIZATION	LS	\$100,000.00	—	\$100,000.00	100.00%	\$100,000.00	\$0.00
G-02	CURRENT SCHEDULES	MO	\$700.00	9	\$6,300.00	9.00	\$6,300.00	\$0.00
G-03	RECORD DRAWINGS AND OTHER WORK	LS	\$5,000.00	—	\$5,000.00	100.00%	\$5,000.00	\$0.00
G-04	ALLOWANCE FOR DIFFERING SITE CONDITIONS	AL	\$120,000.00	—	\$120,000.00	75.67%	\$90,798.76	(\$29,201.24)
G-05	ALLOWANCE FOR REIMBURSABLE EXPENSES	AL	\$75,000.00	—	\$75,000.00	3.30%	\$2,478.40	(\$72,521.60)
G-06	ALLOWANCE FOR SPECIAL INSPECTION AND TESTING	AL	\$33,700.00	—	\$33,700.00	100.17%	\$33,756.37	\$56.37
G-07	ALLOWANCE FOR PARTNERING COSTS	AL	\$40,000.00	—	\$40,000.00	14.13%	\$5,650.00	(\$34,350.00)
G-08	ALLOWANCE FOR UNFORESEEN ELECTRICAL WORK	AL	\$250,000.00	—	\$250,000.00	73.88%	\$249,105.84	(\$894.16)
G-09	OPERATIONS AND MAINTENANCE MANUALS	LS	\$1,250.00	—	\$1,250.00	100.00%	\$1,250.00	\$0.00
G-10	ALLOWANCE FOR ENVIRONMENTAL WORK	AL	\$20,000.00	—	\$20,000.00	82.95%	\$16,590.00	(\$3,410.00)
G-11	ALLOWANCE FOR SAFE WORK PRACTICES - COVID-19 EMERGENCY	AL	\$50,000.00	—	\$50,000.00	99.84%	\$49,920.72	(\$79.28)
S-01	EQUIPMENT YARD	LS	\$185,000.00	—	\$185,000.00	100.00%	\$185,000.00	\$0.00
S-02	BARRIER WALL AND FENCE	LS	\$95,000.00	—	\$95,000.00	100.00%	\$95,000.00	\$0.00
S-03	BOLLARDS	LS	\$45,000.00	—	\$45,000.00	100.00%	\$45,000.00	\$0.00
SAR-01	TRANSPORTATION OF SURPLUS CALIFORNIA CLASS I (NON-RCRA) HAZARDOUS WASTE (SOIL) TO A CLASS I DISPOSAL FACILITY	US Short Ton	\$70.00	800	\$56,000.00	800.00	\$56,000.00	\$0.00
SAR-02	DISPOSAL OF SURPLUS CALIFORNIA CLASS I (NON-RCRA) HAZARDOUS WASTE (SOIL) TO A CLASS I DISPOSAL FACILITY	US Short Ton	\$69.00	800	\$55,200.00	800.00	\$55,200.00	\$0.00
SAR-03	TRANSPORTATION OF SURPLUS NON-HAZARDOUS SOILS (CLASS II & III) CALIFORNIA DESIGNATED WASTE (SOILS) TO A CLASS II & III DISPOSAL FACILITY	US Short Ton	\$30.00	100	\$3,000.00	505.56	\$15,166.80	\$12,166.80
SAR-04	DISPOSAL OF SURPLUS NON-HAZARDOUS SOILS (CLASS II & III) CALIFORNIA DESIGNATED WASTE (SOILS) TO A CLASS II & III DISPOSAL FACILITY	US Short Ton	\$40.00	100	\$4,000.00	505.56	\$20,222.40	\$16,222.40
EL-01	ELECTRIC BUS CHARGING STATIONS	LS	\$60,000.00	—	\$60,000.00	100.00%	\$60,000.00	\$0.00
EL-02	6" PVC SCHEDULE 40 CONDUIT	LF	\$110.00	2000	\$220,000.00	2070.00	\$227,700.00	\$7,700.00
EL-03	PG&E #7 UNDERGROUND UTILITY VAULT AND COVER PG&E CODE 041441	EA	\$20,000.00	2	\$40,000.00	2.00	\$40,000.00	\$0.00
EL-04	12KV METERING COMPARTMENT, 12KV SWITCHGEAR AND 48VDC BATTERY SECTION	LS	\$215,000.00	—	\$215,000.00	100.00%	\$215,000.00	\$0.00
EL-05	MEDIUM VOLTAGE TRANSFORMER	LS	\$75,000.00	—	\$75,000.00	100.00%	\$75,000.00	\$0.00
EL-06	LOW VOLTAGE SWITCHGEAR	LS	\$94,750.00	—	\$94,750.00	100.00%	\$94,750.00	\$0.00

ITEM NO.	DESCRIPTION	UNIT	UNIT PRICE	CONTRACT		FINAL AMOUNT		Adjustment
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	
EL-07	LOW VOLTAGE TRANSFORMER	LS	\$20,000.00	—	\$20,000.00	100.00%	\$20,000.00	\$0.00
EL-08	BUSWAY	LS	\$32,500.00	—	\$32,500.00	100.00%	\$32,500.00	\$0.00
EL-09	3" GRS CONDUIT	LS	\$108,500.00	—	\$108,500.00	100.00%	\$108,500.00	\$0.00
EL-10	#1/0 CABLES	LS	\$2,500.00	—	\$2,500.00	100.00%	\$2,500.00	\$0.00
EL-11	#350 KCMIL CABLES	LS	\$35,000.00	—	\$35,000.00	100.00%	\$35,000.00	\$0.00
EL-12	2 1/2" GRS CONDUIT	LS	\$205,000.00	—	\$205,000.00	100.00%	\$205,000.00	\$0.00
EL-13	1" GRS CONDUIT	LS	\$125,000.00	—	\$125,000.00	100.00%	\$125,000.00	\$0.00
EL-14	#3/0 AWG WIRE	LS	\$30,000.00	—	\$30,000.00	100.00%	\$30,000.00	\$0.00
EL-15	#3 AWG WIRE	LS	\$3,500.00	—	\$3,500.00	100.00%	\$3,500.00	\$0.00
EL-16	WALL MOUNT LED LIGHT FIXTURE SYSTEM	LS	\$30,000.00	—	\$30,000.00	100.00%	\$30,000.00	\$0.00
EL-17	OUTDOOR NETWORK EQUIPMENT CABINET	LS	\$10,500.00	—	\$10,500.00	100.00%	\$10,500.00	\$0.00
EL-18	CAT 6 COMMUNICATION CABLE	LS	\$16,500.00	—	\$16,500.00	100.00%	\$16,500.00	\$0.00
EL-19	EMERGENCY STOP PUSH BUTTON	LS	\$4,500.00	—	\$4,500.00	100.00%	\$4,500.00	\$0.00
EL-20	#300 KCMIL CABLES	LS	\$22,500.00	—	\$22,500.00	100.00%	\$22,500.00	\$0.00
EL-21	#2 AWG WIRES	LS	\$2,500.00	—	\$2,500.00	100.00%	\$2,500.00	\$0.00
EL-22	#500 AWG WIRES	LS	\$3,000.00	—	\$3,000.00	100.00%	\$3,000.00	\$0.00
EL-23	GROUNDING AND BONDING	LS	\$30,000.00	—	\$30,000.00	100.00%	\$30,000.00	\$0.00
EL-24	#12 AWG WIRES	LS	\$3,500.00	—	\$3,500.00	100.00%	\$3,500.00	\$0.00
EL-25	#10 AWG WIRES	LS	\$7,000.00	—	\$7,000.00	100.00%	\$7,000.00	\$0.00
EL-26	1 1/2" GRS CONDUIT	LS	\$40,000.00	—	\$40,000.00	100.00%	\$40,000.00	\$0.00
EL-27	5" GRS CONDUIT	LS	\$9,300.00	—	\$9,300.00	100.00%	\$9,300.00	\$0.00
EL-28	UNDERGROUND UTILITY BOXES AND COVERS	EA	\$12,500.00	2	\$25,000.00	2.00	\$25,000.00	\$0.00
EL-29	800 AMPS RATING PLUG	LS	\$7,500.00	—	\$7,500.00	100.00%	\$7,500.00	\$0.00
EL-30	CUTOVER TO NEW SERVICE	LS	\$15,000.00	—	\$15,000.00	100.00%	\$15,000.00	\$0.00
EL-31	REMOTE TERMINAL UNIT	LS	\$7,500.00	—	\$7,500.00	100.00%	\$7,500.00	\$0.00
EL-32	DNPNET SOFTWARE (Deletable Bid Item)	LS	\$8,500.00	—	\$8,500.00	100.00%	\$8,500.00	\$0.00
EL-33	4" GRS Conduit	LS	\$40,000.00	—	\$40,000.00	100.00%	\$40,000.00	\$0.00
TOTAL BASE CONTRACT:					\$2,694,000.00	96.13%	\$2,589,689.29	(\$104,310.71)
CM	CONTRACT MODIFICATIONS							
CM-1.1	Compensable Delayed Delivery for the City Furnished Electric Bus Charging Equipment	LS	\$104,247.00	—	\$104,247.00	100.00%	\$104,247.00	\$0.00
CM-1.2	Bid Item Final Quantity Adjustments	LS	(\$104,310.71)	—	(\$104,310.71)	—	\$0.00	\$104,310.71
TOTAL CONTRACT MODIFICATIONS:					(\$63.71)		\$104,247.00	\$104,310.71
TOTAL:					\$2,693,936.29	100.00%	\$2,693,936.29	\$0.00

Concurred By: Patrick White June 23, 2023
PADDY WHITE, PRESIDENT,
LIFFEY ELECTRIC, INC.

Approved By:  June 23, 2023
EDDY HO, RESIDENT ENGINEER
SFMTA CONSTRUCTION MANAGEMENT

Enclosure 3

Woods Facility Rehabilitation – Electric Bus Charging Station Pilot Program

San Francisco Municipal Transportation Agency, Contract No. 1316,

Project Budget and Financial Plan

Cost	Amount
Preliminary Engineering Phase	\$85,556
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$713,692
Construction Phase Construction Contract, Contingency, and Staff Support	\$5,745,616
Total Cost	\$6,544,864

Funding	Amount
Transportation Sustainability Fee	\$1,318,032
SB1SGRFY20	\$4,250,929
FTA	\$713,692
Operating	\$262,211
Grand Total	\$6,544,864