

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Capital Programs and Construction

**BRIEF DESCRIPTION:**

Awarding SFMTA Contract No. 1315, San Jose Substation Upgrade Phase 1, to Cal State Constructors, Inc., to revise the existing traction power system feeder circuit at the Green Metro Yard to provide an emergency cross-connect for safety, redundancy, and ease of maintenance, in the amount of \$3,197,014, for a term of 500 days to Substantial Completion.

**SUMMARY:**

- On October 15, 2020, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1315, San Jose Substation Upgrade Phase 1 (Project).
- The Project will revise the existing traction power system feeder circuit at Green Metro Yard from one circuit into two separate circuits in order to provide an emergency cross-connect for safety, redundancy, and ease of maintenance.
- On January 14, 2021, the SFMTA received and publicly opened five bids for Contract No. 1315. Cal State Constructors, Inc., was the responsible bidder that submitted the lowest responsive bid.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31

**ENCLOSURES:**

1. SFMTAB Resolution
2. Project Budget and Financial Plan

**APPROVALS:**

DIRECTOR 

SECRETARY 

**DATE**

March 8, 2021

March 8, 2021

**ASSIGNED SFMTAB CALENDAR DATE:** March 16, 2021

## **PURPOSE**

The purpose of this calendar item is to award SFMTA Contract No. 1315, San Jose Substation Upgrade Phase 1, to Cal State Constructors, Inc., to revise the existing traction power system feeder circuit at the Green Metro Yard to provide an emergency cross-connect for safety, redundancy, and ease of maintenance, in the amount of \$3,197,014, for a term of 500 days to substantial completion.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The Work to be performed under Contract No. 1315 supports the following goals and objectives in the SFMTA Strategic Plan and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.2: Improve the safety of the transit system.

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

Objective 2.1: Improve transit service.

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

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

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

Objective 3.5: Achieve financial stability for the agency.

Goal 4: Create a workplace that delivers outstanding service.

Objective 4.2: Improve the safety, security, and functionality of SFMTA work environments.

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

This item addresses the following 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.
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 Green Metro Yard, which opened in 1977, is located at 2200 San Jose Avenue and 425 Geneva Street on the southern edge of San Francisco. It covers 6.7 acres and stores 76 Light Rail Vehicles (LRVs) that serve the L, M, and K lines. The facility currently houses maintenance, component rebuilds, the body/paint shop, and parts storage operations.

Currently, the existing traction power system feeder circuit can only accommodate concurrent power demands of 14 LRVs while the existing system is idling. In order to increase the traction power capacity in the yard, a spare circuit needs to be added to revise the existing circuit into two separate circuits.

After completion of this Project, the existing traction power system feeder circuit would continue to supply power to the eastern half of the yard and the maintenance shop. The new circuit would pick up the remaining western half of the yard. Then, the yard would be able to accommodate 21 LRVs instead of 14 LRVs while idling.

Specially, the scope of work includes:

1. Furnishing and installing electrical, overhead, and structural system for the traction power feeder cables, feeder breaker and switchgear, system monitoring and control, and replacement of the existing overhead cables and overhead supporting pole.
2. Electrical work, including modification of the existing ground protection device, and the existing San Jose Substation supervisory control and data acquisition system.
3. Reconstructing an existing overhead contact system (OCS) pole and foundation, associated OCS components, and installing a new above-ground steel plate connection for the anchoring of the aerial traction power cables to the existing steel column.

4. Earthwork, including demolition, removal and disposal of existing OCS pole foundation and concrete debris, backfilling, and restoration of the surface of the trackway.

The SFMTA believes that the proposed project will increase the system capacity 200% by splitting the existing Traction Power System feeder circuit into two separate circuits.

**BIDS RECEIVED**

On October 15, 2020, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1315 in accordance with Board of Directors Resolution No. 191203-153, which delegates, among other things, the authority to issue bid calls to the Director of Transportation.

On January 14, 2021, the SFMTA received and publicly opened the following five bids:

<b>Bid Nos.</b>	<b>Bidder Name</b>	<b>Bid Amount</b>
1	Angotti & Reilly, Inc.	\$4,072,701.00
2	NTK Construction, Inc.	\$3,253,245.39
3	Schembri Construction	\$3,795,700.00
4	Rubecon Builders, Inc.	\$3,537,100.00
5	Cal State Constructors, Inc.	\$3,197,014.00

The lowest responsive bid of \$3,197,014 submitted by Cal-State Constructors, Inc., is 34% above the engineer’s estimate of \$2.33 million. The Project team has concluded that, although there is variation in some of the individual bid items, the lowest bid price is fair and reasonable given the ample competition of this bidding process and the prices received from each of the five bidders.

The contract requires the construction work to reach substantial completion within 500 calendar days from the Notice of Proceed.

The California Subletting and Subcontracting Fair Practices Act (Public Contract Code section 4104) requires bidders to list all subcontractors that will perform work in an amount in excess of one-half of one percent of the value of the Contract. Cal State Constructors, Inc., listed the following subcontractors:

<b>Subcontractor</b>	<b>Status</b>	<b>Scope of Work</b>	<b>Value</b>
Bay Tech Engineering, Inc	Small Business Enterprise (SBE)	Electrical	\$1,760,000
Reliance Engineering, Inc.	SBE	Overhead Contact System (OCS)	\$603,000
MC Metal, Inc.	SBE	Structural Steel and Metal Fabrication	\$6,100

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The SFMTA's Contract Compliance Office (CCO) designated the goal of this project is 100% SBE participation. The CCO reviewed the bid proposals and determined that Cal State Constructors, Inc. meets the 100% SBEs requirements for this contract.

### **BIDDER'S SAFETY RECORD**

To be eligible to submit a bid for this Contract, all bidders were required to submit a Safety Prequalification Form, with supporting documents, at least ten days before the bid date. Prior to the bid date, the SFMTA received the Safety Prequalification Forms from the bidders listed above.

The SFMTA Construction Safety Manager evaluated the bidders' Prequalification Safety Forms and prequalified all five contractors to be eligible to bid.

### **STAKEHOLDER ENGAGEMENT**

The work at the Green Metro Yard is limited to work within the LRV maintenance yard and does not directly impact transit service nor the public right-of-way. Public outreach will focus on notifying residential and commercial neighbors adjacent to the facility of intermittent and temporary noise and dust impacts. Communication methods will include reaching out to the district supervisor's office, meeting with local neighborhood community groups, issuing information flyers to adjacent residences and businesses, and creating a Project website.

SFMTA Transit management and Green Metro Yard staff were consulted during the project design process and are supportive of the new traction power system to improve worker safety and work efficiency.

### **ALTERNATIVES CONSIDERED**

The existing traction power system located at the San Jose Substation is the only circuit serving the Green Metro Yard. It can only accommodate concurrent power demands of 14 LRVs while idling. In order to increase the system capacity to accommodate more LRVs, a new system is needed to be developed. We did not consider any other alternatives.

### **FUNDING IMPACT**

The total project funding plan is \$6,970,000 and the exact source of funding is outlined in the table below.

Funding Sources	Amount
Federal Transit Administration (FTA)	\$5,492,967
AB664 (Bridge Tolls)	\$500,000
Prop B Sales Taxes	\$977,033
<b>Total:</b>	<b>\$6,970,000</b>

### **ENVIRONMENTAL REVIEW**

The San Jose Substation Upgrade Phase 1 project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing public or private structures, including interior or exterior alterations as defined in Title 14 of the California Code of Regulations Section 15301.

On November 14, 2019, the Planning Department determined (Case Number 2019-019468ENV) that the proposed San Jose Substation Upgrade Phase 1 project 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 49 South Van Ness in San Francisco, and is incorporated herein by reference.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this calendar item.

No other approvals are required to award this contract.

### **RECOMMENDATION**

Staff recommends that SFMTA Board of Directors award SFMTA Contract No. 1315, San Jose Substation Upgrade Phase 1 to Cal State Constructors, Inc., to revise the existing traction power system feeder circuit at the Green Metro Yard to provide an emergency cross-connect for safety, redundancy, and ease of maintenance, in the amount of \$3,197,014, for a term of 500 days to substantial completion.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The purpose of the San Francisco Municipal Transportation Agency (SFMTA) Contract No. 1315, San Jose Substation Upgrade Phase 1, is to revise the existing traction power system feeder circuit at the Green Metro Yard to provide an emergency cross-connect for safety, redundancy, and ease of maintenance; and,

WHEREAS, The SFMTA's Contract Compliance Office (CCO) designated this contract to be set aside for participation by eligible Small Business Enterprises only; and,

WHEREAS, On October 15, 2020, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1315 in accordance with Board of Directors Resolution No.191203-153, which delegates, among other things, the authority to issue bid calls to the Director of Transportation; and,

WHEREAS, On January 14, 2021, the SFMTA received and publicly opened five bids for Contract No. 1315; and,

WHEREAS, The SFMTA determined that Cal State Constructors, Inc., is the responsible bidder with the lowest responsive bid, in the amount of \$3,197,014; and,

WHEREAS, The CCO reviewed the bid proposals and determined that Cal State Constructors, Inc., meets the SBE Set-Aside requirements for the contract and is therefore eligible for award of the contract; and,

WHEREAS, Contract No. 1315 will be funded through the following sources: Federal Transit Administration, AB664 (bridge tolls), and Prop B sales taxes; and,

WHEREAS, On November 14, 2019, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2019-019468ENV) that the proposed San Jose Substation Upgrade Phase 1 Project is categorically exempt from review under the California Environmental Quality Act (CEQA), pursuant to Title 14 of California Code of Regulations Section 15301; 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 in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the SFMTA Board of Directors awards Contract No. 1315, San Jose Substation Upgrade Phase 1, to Cal State Constructors, Inc., to revise the existing traction power system feeder circuit at the Green Metro Yard to provide an emergency cross-connect for safety, redundancy, and ease of maintenance, in the amount of \$3,197,014, and for a term of 500 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 March 16, 2021.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



ENCLOSURE 2

SAN JOSE SUBSTATION UPGRADE PHASE 1

San Francisco Municipal Transportation Agency, Contract No. 1315

Project Budget and Financial Plan

<b>Cost</b>	<b>Amount</b>
Preliminary Engineering Staff support (SFMTA and Other City Service)	\$60,363
Detail Design Phase Staff support (SFMTA and Other City Service)	\$589,637
Construction Phase Staff support (SFMTA and Other City Service)	\$6,320,000
<b>Total Cost</b>	<b>\$6,970,000</b>

<b>Funding Sources</b>	<b>Amount</b>
FTA	\$5,492,967
AA664	\$500,000
Prop B Transit	\$977,033
<b>Total Committed</b>	<b>\$6,970,000</b>