

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute Contract Modification No. 2 to Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1, with GECMS, Inc., dba Giron Construction, for non-compensable delays to traction power cable work and fiber optic cable connection work, increasing the Contract term by 1,425 days to the actual substantial completion date of March 11, 2024, and for reduced scope and bid item final quantity adjustments decreasing the Contract Amount by \$562,348.58, bringing the final Contract Amount from \$3,169,900.00 to \$2,607,551.42.

SUMMARY:

- On June 4, 2019, the SFMTA Board of Directors adopted Resolution No. 190604-060, awarding Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1, in the amount of \$3,094,900.00 for a term of 270 calendar days to Substantial Completion.
- On July 24, 2020, the Director of Transportation executed Contract Modification No. 1 in the amount of \$75,000.00 with no time extension for implementation of safe work practices resulting from the COVID-19 emergency.
- Contract Modification No. 2 would increase the Contract term by 1,425 non-compensable days (or 527%) for delays involving differing site conditions, COVID-19, electrical hazards, and design changes that affected traction power cable work and fiber optic cable connection work, to reflect the actual substantial completion date of March 11, 2024, and decrease the Contract Amount by \$562,048.58 (or 18%) for reduced scope and bid item final quantity adjustments, to \$2,607,551.42.
- Although the Contract Amount is being reduced, SFMTA Board authorization is required because the length of the Contract is being increased by more than 25%.
- The Planning Department has determined that the Project is categorically exempt from the California Environmental Quality Act (CEQA).

ENCLOSURES:

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

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

February 27, 2025

February 27, 2025

ASSIGNED SFMTAB CALENDAR DATE: March 4, 2025

PURPOSE

To authorize the Director of Transportation to execute Contract Modification No. 2 to SFMTA Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1 (the Project), with GECMS, Inc., dba Giron Construction, for non-compensable delays to traction power cable work and fiber optic cable connection work, increasing the Contract term by 1,425 non-compensable days to the actual substantial completion date of March 11, 2024, and for reduced scope and bid item final quantity adjustments decreasing the Contract Amount by \$562,348.58, bringing the final Contract Amount to \$2,607,551.42.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Work to be performed under Contract No. 1314 supports the following goals in the SFMTA Strategic Plan and Transit-First Policy:

Strategic Plan Goals

Goal 4: Make streets safer for everyone.

Goal 5: Deliver reliable and equitable transportation services.

Goal 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 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.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

DESCRIPTION

Background

On April 11, 2019, the SFMTA received and publicly opened two bids for Contract No. 1314 Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1 (the Project), and determined that GECMS, Inc. dba Giron Construction (Giron) was the responsible bidder that submitted the lowest responsive bid in the amount of \$3,094,900.00. On June 4, 2019, the SFMTA Board of Directors adopted Resolution No. 190604-060, awarding Contract No. 1314 to Giron in the amount of \$3,094,900.00 for a term of 270 calendar days to Substantial Completion.

This project is partially funded by federal formula funding. The SFMTA Contract Compliance

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Office (CCO) designated this Contract to be a 100% set aside for participation by certified Small Business Enterprises (SBE). The CCO reviewed the bid proposal and determined that Giron meets the 100% SBE set-aside requirements for this Contract, as it is a certified Disadvantaged Business Enterprise (as well as a Local Business Enterprise).

This Project involved replacing six existing manual trolley switch units with new remote-operable units at the following locations: Mission Street & Cesar Chavez Street; 16th Street & South Van Ness Avenue (NE Corner); 16th Street & South Van Ness Avenue (NW Corner); Mission Street between 4th Street & 5th Street; Mission Street between Godeus Street & Eugenia Avenue; and 79 Stevenson Street. These new switch units will enhance service reliability for the 14 Mission and 14R Mission bus lines by significantly reducing the response time needed to restore electrical power to trolley coach services in the event of an electrical substation failure.

Prior Contract Modifications

On July 24, 2020, Director of Transportation executed Contract Modification No. 1 in the amount of \$75,000.00 with no time extension for an allowance item to the Contractor for implementation of safe work practices resulting from the COVID-19 emergency.

Current Status

As of current date, SFMTA Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1 (the Project), is 100% complete and reached substantial completion on March 11, 2024.

Current Modification

This Contract Modification No. 2 extends the Contract term by 1,425 non-compensable days, or 527%, to account for the actual substantial completion date of March 11, 2024. At the same time, it reduces the Contract Amount by \$562,348.58, or 18%, bringing the final Contract Amount to \$2,607,551.42.

The non-compensable extension is attributed to delays caused by various factors, including differing site conditions, electrical hazards, design changes, resource shortages, work restrictions, and impacts from the COVID-19 pandemic.

The first series of delays, involving unforeseen differing site conditions related to traction power cable installation, added 790 calendar days to the project. This included differing site conditions at four separate switch locations, where unknown substructures and existing underground utilities conflicted with the proposed work. These conditions necessitated rerouting conduits, installing protective steel plates, and encasing conduits in red concrete. These delays were compounded by electrical hazards due to unclear termination points and stray voltage required investigation and mitigation. The COVID-19 pandemic caused a suspension of work from April to May 2020, while SFMTA holiday moratorium work restrictions in 2020 and 2021 added additional delays. Design changes, including upgrading the power supply to one switch and correcting improper terminations at 30th & Mission, also contributed to the extended timeline. The final cutover of another switch created additional delays due to unexpected stray voltage,

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which required safety mitigations.

The second set of delays involving fiber optic cable installation, added another 635 calendar days to the project. Blockages and a collapsed ductbank prevented the timely installation of City-furnished fiber optic cables, requiring significant rerouting efforts. A shortage of City and Contractor resources added to the delays to the completion of tasks at one switch and a manhole, further extending the timeline.

These cumulative delays, totaling 1,425 calendar days, were agreed by the contractor to be non-compensable due to the contractor's own concurrent delays. This negotiated extension allowed the safe and thorough completion of the project without additional compensation to the contractor. Because the increase in the length of the contract is more than 25% of the original contract term, the MTA Board's authorization is required.

Additionally, the Contract Amount was decreased due to the following adjustments: The scope of Bid Item TP-16, which involved the removal and Salvage Underground Feeder Cables and Multi-Taps in Manhole, was reduced from \$50,600.00 to \$47,300.00. The deduction was based on the work's assessed progress, which was determined to be 93.48% complete. Furthermore, the final quantity adjustments for the contract bid items and allowances, reflecting the actual quantities and work completed by the contractor, decreased the contract amount by another \$559,048.58. As a result of these adjustments, the total reduction in the Contract Amount is \$562,348.58, bringing the final Contract Amount to \$2,607,551.42.

The original contract value was \$3,094,900.00. With the approval of Contract Modification No. 1, which allocated an allowance of \$75,000.00 for implementing safe work practices due to the COVID-19 emergency and the current Contract Modification No. 2, which extends the Contract term by 1,425 non-compensable days for a new substantial completion date of March 11, 2024, and resulting in a reduction of \$562,348.58 to the Contract Amount. This adjustment brings the total Contract Amount to \$2,607,551.42.

Transit Impact

Not applicable. No transit impact will be involved as this project is 100% completed.

Stakeholder Engagement

When this Project was designed, SFMTA staff reviewed transit impacts with Transit Operations and Maintenance-of-Way. Transit Operations expressed concern about the high volume of morning commute traffic at the five locations along Mission Street. In order to minimize the impacts to transit operation and the public, the Project team sequenced the construction work during low traffic volume periods and non-revenue service hours. The work started in August of 2019 and was originally expected to be completed by Spring of 2020.

SFMTA staff posted Surface Mounted Facility notices in June 2018 to each of the locations to notify the public regarding the locations of the switch units. The Project team received comments from a building developer at the intersection of 16th Street and South Van Ness

Avenue. The developer requested the Project team to change the location of the switch unit so that it will not interfere with their construction and access to their project site. The Project team worked with the developer and revised the location of the switch unit. Aside from this location, the Project team did not receive any concerns or complaints from the public. The public outreach team distributed informational flyers to residents and community stakeholders and posted customer alerts and signage during construction.

This Contract Modification No. 2 does not impact public transit operations.

Alternative Considered

The contract experienced a delay of 1,425 calendar days, extending the substantial completion date to March 11, 2024, due to numerous unforeseen site conditions and the significant impacts of the COVID-19 pandemic. After a thorough evaluation, a non-compensable time extension, combined with a reduction in Contract Amount to reflect actual work completed would be the most practical solution for closing out the contract. This approach, negotiated with the contractor, was deemed to serve the best interests of both parties.

The alternative to the negotiated settlement of the delays and cost impacts would have been to engage in a dispute resolution process over the responsibilities of each party for the numerous and complex delays on the project as they arose. This alternative would have created a huge burden on a small business contractor, would likely have led to litigation, and would have slowed down final completion even further. This alternative was rejected because it would have had a net negative impact on the SFMTA.

Funding Impact

The proposed Contract Modification No. 2 extends the substantial completion date to March 11, 2024 and reduces the Contract Value by \$562,348.58. The decrease in Contract Amount is due to adjusting quantities and allowances down from projections to actual amounts and crediting unused or unneeded allowances back to the project.

When netted against other CMODs the decrease Contract Value due the proposed contract modification reduces the Contract Value by \$487,648.58. The decrease will be credited to the project budget and credited to a contingency fund for unexpected project costs.

Category	Amount
Original Contract Value	\$3,094,900.00
CMOD-1 – COVID-19 emergency	\$75,000.00
CMOD-2 – Final Quantity Adjustment	(\$562,348.58)
Final Contract Value	\$2,607,551.42
Net Decrease	(\$487,648.58)

This project is funded by Federal 5309, Federal 5337, Local Population Baseline , Local Prop K sales tax, Local Operating, and Regional AB664 funds.

Environmental Review

The proposed Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for 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.

On November 7, 2018, the Planning Department determined (Case Number 2018-014560ENV) that the proposed Replacement of Manual Trolley Switch System Phase 1 Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The contract modification as described herein falls within the scope of the categorical exemption for the Replacement of Manual Trolley Switch System Phase 1 Project.

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, Suite 1400 in San Francisco, and is incorporated herein by reference.

Other Approval Received or Still Required

The City Attorney's Office has reviewed the calendar item, and the Contract Compliance Office concurs with the completion and closeout of this Project. No other approvals are required.

Recommendation

Staff recommends that the SFMTA Board of Directors authorize the Director of Transportation to execute Contract Modification No. 2 to SFMTA Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1, with GECMS, Inc., dba Giron Construction, for non-compensable delays to traction power cable work and fiber optic cable connection work, increasing the Contract term by 1,425 days to the actual substantial completion date of March 11, 2024, and for reduced scope and bid item final quantity adjustments decreasing the Contract Amount by \$562,348.58, bringing the final Contract Amount to \$2,607,551.42.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On June 4, 2019, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted Resolution No. 190604-060, which authorized the award of SFMTA Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1, with GECMS, Inc., dba Giron Construction in the amount of \$3,094,900.00 for a term of 270 calendar days to Substantial Completion; and,

WHEREAS, The work under the Contract enhanced the state of good repair of the traction power system and improves transit priority, safety, and accessibility, replacing existing pole-mounted manual trolley switches with new pad-mounted, remote-operable switch units at six locations -- Mission Street between 4th and 5th Streets, Mission and Cesar Chavez Streets, 79 Stevenson Street, South Van Ness Avenue and 16th Street (NE Corner), South Van Ness Avenue and 16th Street (NW Corner), and Mission Street between Godeus Street and Eugenia Avenue -- and trenching from existing manholes to the new switch locations on the sidewalk and installing four new conduits and traction power cables; and

WHEREAS, On July 24, 2020, the Director of Transportation executed Contract Modification No. 1 for \$75,000.00 to provide an allowance item to the Contractor for implementation of safe work practices resulting from the COVID-19 emergency; and

WHEREAS, The contract experienced a delay of 1,425 calendar days, extending the substantial completion date to March 11, 2024, which was attributed to multiple differing site conditions, the COVID-19 pandemic, design changes, additional SFMTA holiday moratorium work restrictions, and a stray voltage issue with the cutover of a trolley switch, contributing to 790 calendar days of delay to the project; and,

WHEREAS, Delays related to fiber optic cable connection, including differing site conditions and a shortage of City resources to support the remaining tasks at one switch and a manhole, resulted in a 635-calendar day delay to the project related to blockage and a collapsed ductbank that prevented the City from completing its fiber installation as scheduled; and,

WHEREAS, Contract Modification No. 2 would: (i) extend the Contract term by 1,425 non-compensable days, corresponding to the actual substantial completion date of March 11, 2024; (ii) reduce the scope of Bid Item TP-16, involving the removal and salvage of underground feeder cables and multi-taps in manholes, resulting in a deduction of \$3,300.00; and, (iii) adjust the contract Bid Item quantities and allowances to reflect the actual quantities and work completed, reducing the Contract Amount by \$562,348.58, for a final adjusted total of \$2,607,551.42; and,

WHEREAS, The proposed Replacement of Manual Trolley Switch System Phase 1 Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a

categorical exemption from environmental review for 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 November 7, 2018, the Planning Department determined (Case Number 2018-014560ENV) that the Replacement of Manual Trolley Switch System Phase 1 Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The contract modification as described herein falls within the scope of the categorical exemption for the Replacement of Manual Trolley Switch System Phase 1 Project.

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, Suite 1400 in San Francisco, and is incorporated herein by reference; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors authorizes the Director of Transportation to execute Contract Modification No.2 to Contract No. 1314, Replacement of Manual Trolley Switch System Phase 1, with GECMS, Inc., dba Giron Construction, for non-compensable delay to traction power cable work and fiber optic cable connection work, increasing the Contract term by 1,425 days to the actual substantial completion date of March 11, 2024, and for reduced scope and bid item final quantity adjustments decreasing the Contract Amount by \$562,348.58, bringing the final Contract Amount to \$2,607,551.42.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 4, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2

CONTRACT MODIFICATION NO. 2 (FINAL)

San Francisco Municipal Transportation Agency
Contract No. 1314
Replacement of Manual Trolley Switch System
Phase 1

Contractor: GECMS, Inc. dba Giron Construction170
Quint Street
San Francisco, CA 94124

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The Contract is modified as follows:

1. Scope of Change	Amount
CM-2A <u>Non-Compensable Time Extension:</u> Extend the Contract term by 1,425 days for a new substation completion date of March 11, 2024 due to the following delays: Delay 1A – Delays Related to Traction Power Cable Installation: Multiple differing site conditions, Covid 19 pandemic, design change, additional SFMTA holiday moratorium work restriction, and stray voltage issue with the cutover of trolley switch TS-20 contributed to 790 calendar days of delay to the project as detailed below: i. <u>Differing Site Condition at TS-11 and TS-16 – 11/7/2019 thru 3/10/2020:</u> Unknown substructures encountered at Mission Street between 4th and 5th Streets, and Mission at Cesar Chavez Streets, requiring the contractor to reroute the new conduits to avoid these obstructions and to install a 1 inch steel plate to ensure GO128 compliance as detailed in responses to RFIs 002 and 003 (dated November 7, 2019), RFI 006 (dated February 26, 2020), and RFI 009 (dated February 27 2020). ii. <u>Differing Site Condition at TS-20 – 3/2/2020 thru 3/16/2020:</u> existing underground utilities conflicted with the proposed new conduit, requiring the contractor to hand-dig and re-route conduits as per City instructions to comply with GO128.	\$0

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- iii. Differing Site Condition at TS-22 – 3/25/2020 thru 4/8/2020: the contractor encountered underground utilities and was directed to encase conduits in red concrete with a steel plate.
 - iv. Covid 19 Order of the Health Office C19-07b – 4/10/2020 thru 5/11/2020: Project was suspended due to pandemic.
 - v. TS-11 and TS-22 - Electrical Hazards UC#1, 2, 3 – 6/10/2020 thru 11/26/2020: An electrical hazard due to unclear termination points and stray voltages were reported, investigated, and mitigated.
 - vi. SFMTA Holiday Moratorium Work Restriction 2020 – 11/27/2020 thru 1/1/2021: Because the work was contracted to be substantially completed by spring of 2020, SFMTA Holiday Moratorium occurring after date were delay days.
 - vii. Additional Traction Power Work at 30th & Mission – 04/13/2021 to 07/16/2021: Install a new riser to correct the improper termination of the existing riser.
 - viii. Design Change TS#17 - PCC#2 Change in Power Supply to Switch TS-17 (Downtown Substation) – 4/22/2021 thru 11/18/2021: Upgrade of the power supply to Switch TS-17 from 125V DC to 615V DC to ensure reliable switch operation and enhanced motor protection.
 - ix. SFMTA Holiday Moratorium Work Restriction 2021 – 11/26/2021 thru 1/1/2022: Because the work was contracted to be substantially completed by spring of 2020, SFMTA Holiday Moratorium occurring after date were delay days.
 - x. Stray Voltage Impact During TS-20 Final Cutover - Electrical Hazards – 9/22/2022 thru 2/17/2023: Completion of the TS-20 final cutover was delayed due to unexpected stray voltage discovered during the process. This issue required investigation and mitigation to address electrical hazards and ensure the safe continuation of work.
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Delay 1B – Delays Related to Fiber Optic Cable Connection:
 Differing site conditions encountered during the installation of City-furnished fiber optic cables, combined with a shortage of City resources to support the remaining tasks at the TS-16 Enclosure and MH-1238, resulted in a 635-calendar day delay to the project, as detailed below:

- i. Differing Site Condition - Fiber Optic Cable Connection to Trolley Switches – 1/2/2022 thru 10/12/2023: Blockage and a collapsed ductbank prevented the City from completing its fiber installation as scheduled.
- ii. TS-16 Enclosure and MH-1238 Remaining work (City Support) – 10/9/2023 thru 2/24/2024: shortage of City support to complete remaining tasks for TS-16 enclosure and MH-1238.

Concurrent Delays in Delay 1A and Delay 1B results in the total net delay to 1,425 non-compensable days.

CM-2B	<u>Reduced Scope of TP-16, Remove and Salvage Underground Feeder Cables and Multi-Taps in Manhole</u> : Reduce the Contract specified removal and salvage of existing 500kcmil and 750kcmil feeder cable in addition to multi-taps under Bid Item TP-16 from \$50,600 to \$47,300.	(\$3,300.00)
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CM-2C	<u>Bid Item Final Quantity Adjustment</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 \$559,048.58.	(\$559,048.58)
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2. Add the following new Contract Pay Items:

Item	Description	Qty	Unit	Unit Price	Amount
CM-2A	Non-Compensable Time Extension	-	LS	-	\$0
CM-2B	Reduced Scope of TP-16, Remove and Salvage Underground Feeder Cables and Multi-Taps in Manhole	1	LS	-	(\$3,300.00)
CM-2C	Bid Item Final Quantity Adjustment	1	LS	-	(\$559,048.58)

Total Amount of this Contract Modification: Decrease \$562,348.58

Previous Total of Contract: \$3,169,900.00

New Revised Total of Contract: \$2,607,551.42

Total Contract Time Added by this Contract Modification:	1,425 Days
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Previous Contract Substantial Completion Date: 04/16/2020

Current Contract Substantial Completion Date: 03/11/2024

3. This Contract Modification is made in accordance with Articles 6 and 7 of the General Provisions of the Contract.
4. Except as specifically stated herein, all other terms and conditions of the Contract remain unchanged.
5. The compensation (time and cost) set forth in this Change Order comprises the total of all compensation due to Contractor, all Subcontractors, and all Suppliers, as a result of the events giving rise to the Change Order and for the Additional Work described in this Change Order, including any time impact on unchanged Work, including delays and inefficiencies. The execution of this Change Order constitutes an accord and satisfaction of any claim for additional compensation or time for the Additional Work effected by this Change Order, and 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 Work described in the Change Order, without exception or reservation of any kin.

Attachment: Final Quantity Adjustment

In Witness Whereof, this Modification has been executed in San Francisco, California, as of this date:

_____.

GECMS, INC., DBA GIRON CONSTRUCTION
MUNICIPAL TRANSPORTATION AGENCY

CITY AND COUNTY OF SAN FRANCISCO

By: _____
Bruce Giron
President

By: _____
Julie B Kirschbaum
Acting Director of Transportation

Authorized By:

San Francisco Municipal Transportation
Agency
Board of Directors
Resolution No. _____
Adopted: _____

Attest:

Christine Silva, Secretary
SFMTA Board of Directors

APPROVED AS TO FORM:
David Chiu, City Attorney

By: _____
David F. Innis
Deputy City Attorney

Final Quantity Adjustment



ITEM NO.	DESCRIPTION	UNIT	UNIT PRICE	CONTRACT		PREVIOUS PERIOD		THIS PERIOD		FINAL AMOUNT		Adjustment
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	
G01	MOBILIZATION AND DEMOBILIZATION	LS	\$150,000	1	\$150,000.00	65.00%	\$97,500.00	26.00%	\$39,000.00	100.00%	\$150,000.00	\$0.00
G02	CURRENT SCHEDULES	EA	\$500	8	\$4,000.00	7.00%	\$4,200.00	1.00%	\$600.00	8.00%	\$4,800.00	\$0.00
G03	ALLOWANCE FOR REMEDIABLE EXPENSES	EA	\$75,000	1	\$75,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$75,000.00)
G04	ALLOWANCE FOR PARTING	EA	\$15,000	1	\$15,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$15,000.00)
G05	ALLOWANCE FOR PERISHABLE SITE CONDITIONS	EA	\$20,000	1	\$20,000.00	41.56%	\$8,312.71	0.00%	\$0.00	41.56%	\$8,312.71	(\$11,687.29)
G06	ALLOWANCE FOR UNDESIRABLE CONDITIONS WORK	EA	\$35,000	1	\$35,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$35,000.00)
G07	ALLOWANCE FOR UNDESIRABLE WORK	EA	\$35,000	1	\$35,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$35,000.00)
G08	ALLOWANCE FOR UNDESIRABLE ELECTRICAL AND COMMUNICATIONS WORK	EA	\$20,000	1	\$20,000.00	63.51%	\$12,702.00	0.00%	\$0.00	63.51%	\$12,702.00	(\$7,298.00)
G09	ALLOWANCE FOR RELOCATION OF MAIN OVERHEAD WIRES AND PROVIDING SERVICES OF MAIN INSPECTORS FOR ROADWAY WORK	EA	\$50,000	1	\$50,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$50,000.00)
G10	ALLOWANCE FOR OFF-SITE SANITATION POLICE OFFICERS TO CONTROL TRAFFIC	EA	\$8,000	1	\$8,000.00	120.99%	\$10,195.71	0.00%	\$0.00	120.99%	\$10,195.71	\$1,795.71
G11	OPERATION AND MAINTENANCE MANUALS	EA	\$5,000	1	\$5,000.00	60.00%	\$3,000.00	40.00%	\$2,000.00	100.00%	\$5,000.00	\$0.00
G12	CONTRACT RECORD DOCUMENTS	EA	\$5,000	120	\$600,000.00	70.00%	\$420,000.00	0.00%	\$0.00	120.00%	\$720,000.00	\$120,000.00
G13	REINFORCED CONCRETE PAD FOR ELECTRICAL CABINETS	EA	\$400	590	\$236,000.00	37.00%	\$165,440.00	0.00%	\$0.00	37.60%	\$165,440.00	(\$70,560.00)
G14	TRENCHING FOR ROUTING CONDUITS FROM SWITCH TO EXISTING MANHOLES AND NEW FIBER INFRASTRUCTURE	EA	\$1,900	5	\$9,500.00	5.00%	\$7,500.00	0.00%	\$0.00	5.00%	\$7,500.00	\$0.00
G15	PRE BOLLARDS BETWEEN NEW CABINETS AND ROADWAY	EA	\$35,100	1	\$35,100.00	100.00%	\$35,100.00	0.00%	\$0.00	100.00%	\$35,100.00	\$0.00
G16	ASPHALT CONCRETE PAVING	EA	\$6,000	1	\$6,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$6,000.00)
G17	CONCRETE BUS BAND	EA	\$6,000	1	\$6,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$6,000.00)
G18	CONCRETE BUS BAND	EA	\$105	390	\$40,950.00	86.00%	\$33,900.00	0.00%	\$0.00	86.00%	\$33,900.00	\$7,050.00
G19	CONCRETE BUS BAND	EA	\$105	390	\$40,950.00	48.00%	\$18,900.00	0.00%	\$0.00	48.00%	\$18,900.00	\$22,050.00
G20	CONCRETE BUS BAND	EA	\$2,295	7	\$16,065.00	7.00%	\$11,962.50	0.00%	\$0.00	7.00%	\$11,962.50	\$4,102.50
G21	CONCRETE BUS BAND	EA	\$2,295	4	\$9,180.00	4.00%	\$9,200.00	0.00%	\$0.00	4.00%	\$9,200.00	\$20.00
G22	CONCRETE BUS BAND	EA	\$3,300	4	\$13,200.00	100.00%	\$13,100.00	0.00%	\$0.00	100.00%	\$13,100.00	(\$100.00)
G23	CONCRETE BUS BAND	EA	\$89	630	\$56,370.00	56.00%	\$33,198.00	0.00%	\$0.00	56.20%	\$33,198.00	(\$23,172.00)
G24	CONCRETE BUS BAND	EA	\$112	390	\$43,680.00	79.00%	\$74,448.00	0.00%	\$0.00	79.20%	\$74,448.00	(\$30,768.00)
G25	CONCRETE BUS BAND	EA	\$94	990	\$93,060.00	80.00%	\$17,280.00	0.00%	\$0.00	80.00%	\$17,280.00	(\$75,780.00)
G26	CONCRETE BUS BAND	EA	\$216	80	\$17,280.00	80.00%	\$17,280.00	0.00%	\$0.00	80.00%	\$17,280.00	\$0.00
G27	CONCRETE BUS BAND	EA	\$90,700	6	\$544,200.00	5.94%	\$539,184.00	0.00%	\$0.00	5.94%	\$539,184.00	(\$5,016.00)
G28	CONCRETE BUS BAND	EA	\$21,600	1	\$21,600.00	100.00%	\$21,600.00	0.00%	\$0.00	100.00%	\$21,600.00	\$0.00
G29	CONCRETE BUS BAND	EA	\$4,700	6	\$28,200.00	6.00%	\$18,200.00	0.00%	\$0.00	6.00%	\$18,200.00	(\$10,000.00)
G30	CONCRETE BUS BAND	EA	\$26,000	1	\$26,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$26,000.00)
G31	CONCRETE BUS BAND	EA	\$17,900	1	\$17,900.00	100.00%	\$17,900.00	0.00%	\$0.00	100.00%	\$17,900.00	\$0.00
G32	CONCRETE BUS BAND	EA	\$17,900	6	\$107,400.00	100.00%	\$111,300.00	0.00%	\$0.00	100.00%	\$111,300.00	\$3,900.00
G33	CONCRETE BUS BAND	EA	\$50,000	4	\$200,000.00	93.48%	\$187,300.00	0.00%	\$0.00	93.48%	\$187,300.00	\$12,700.00
G34	CONCRETE BUS BAND	EA	\$23,140	5	\$115,700.00	5.00%	\$115,700.00	0.00%	\$0.00	5.00%	\$115,700.00	\$0.00
G35	CONCRETE BUS BAND	EA	\$12,000	1	\$12,000.00	100.00%	\$12,000.00	0.00%	\$0.00	100.00%	\$12,000.00	\$0.00
G36	CONCRETE BUS BAND	EA	\$150,000	1	\$150,000.00	100.00%	\$150,000.00	0.00%	\$0.00	100.00%	\$150,000.00	\$0.00
G37	CONCRETE BUS BAND	EA	\$3	1395	\$4,185.00	138.00%	\$4,005.00	0.00%	\$0.00	138.00%	\$4,005.00	(\$180.00)
				TOTAL BASE CONTRACT:		80.25%	\$2,486,884.42	1.83%	\$56,600.00	82.18%	\$2,543,484.42	(\$56,600.00)
				TOTAL CONTRACT MODIFICATIONS:								
G38	CONTRACT MODIFICATIONS	EA	\$75,000.00	1	\$75,000.00	85.41%	\$64,057.00	0.00%	\$0.00	85.41%	\$64,057.00	(\$10,943.00)
G39	CONTRACT MODIFICATIONS	EA	\$1,200.00	1	\$1,200.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$1,200.00)
G40	CONTRACT MODIFICATIONS	EA	\$13,200.00	1	\$13,200.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$13,200.00)
G41	CONTRACT MODIFICATIONS	EA	\$150,000.00	1	\$150,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	(\$150,000.00)
				TOTAL CONTRACT MODIFICATIONS:			\$64,057.00		\$0.00		\$64,057.00	(\$55,146.58)
				TOTAL		97.83%	\$ 2,550,951.42	2.22%	\$ 56,600.00	100.00%	\$ 2,607,551.42	\$0.00

Conformed By: November 20, 2024
 EDI OSULLIVAN, PROJECT MANAGER,
 GEOS, INC.

Approved By: Peter Luke, November 20, 2024
 PETER CHAN, RESIDENT ENGINEER,
 SMFA CONSTRUCTION MANAGEMENT

ENCLOSURE 3

Replacement of Manual Trolley Switch System Phase 1,

San Francisco Municipal Transportation Agency, Contract No. 1314,

Project Budget and Financial Plan

Cost	Amount
Planning Phase & Pre-Development	\$68,000.48
Preliminary Engineering Phase Staff Support (SFMTA and Other City Services)	\$52,326.31
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$403,667.58
Construction Phase Construction Contract, Contingency, and Staff Support	\$7,135,784.63
Total Cost	\$7,660,560.00

Funding	Amount
Federal 5309	\$48,000.00
Federal 5337	\$5,425,135.00
Local Prop B	\$887,141.00
Local Prop K	\$316,517.00
Local Operating	\$81,565.00
Regional AB664	\$902,202.00
Total Cost	\$7,660,560.00