




MEMORANDUM

December 8, 2023

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Willie Adams, Vice President
Hon. Gail Gilman
Hon. Ed Harrington
Hon. Steven Lee

FROM: Elaine Forbes
Executive Director 

SUBJECT: Informational presentation on Request for Proposals (RFP) from Prequalified Pool for up to four engineering consultant services contracts for detailed design of Waterfront Resilience Program (WRP) Embarcadero Early Projects.

DIRECTOR'S RECOMMENDATION: Information Only – No Action Required

EXECUTIVE SUMMARY

The Waterfront Resilience Program (WRP) is seeking new engineering consulting contracts to provide pre-design services, detailed design services, and design support during construction services for the first group of Embarcadero Early Projects that will be delivered with 2018 Seawall General Obligation Bond funds (Seawall Bond). Staff is proposing to award up to four Contracts using a single solicitation to the prequalified pool of seven firms established in the 2022 Request for Qualifications (RFQ) for as-needed engineering and related professional services (Resolution 22-68). This prequalified pool was established in anticipation of soliciting engineering services for upcoming WRP Embarcadero Early Projects and the seven prequalified firms represent a competitive pool from which to solicit proposals and award the four proposed Contracts.

The four proposed Contracts are:

Contract 1: Downtown Coastal Resilience Project:
term of 7 years, not-to-exceed value of \$9.5M

Contract 2: Southern Embarcadero Coastal Resilience Project:
term of 7 years, not-to-exceed value of \$9M

Contract 3: Wharf J9 Replacement Project, Phase 2:
term of 6 years, not-to-exceed value of \$6M

Contract 4: Seawall Earthquake Safety Retrofits, Multiple Locations:
term of 6 years, not-to-exceed value of \$4M

Firms will have the ability to propose one or more of the four proposed Contracts. The RFP process includes an evaluation of written proposals by a CMD-approved panel and the establishment of a score-based ranking for each proposed Contract. Port staff will commence contract negotiations with the highest-ranked firm starting with Contract 1 and move down the ranking list if negotiations are unsuccessful. Once Contract 1 negotiations are successful, then negotiations will proceed for Contract 2, followed by Contract 3, and finally Contract 4. Firms will only be awarded one contract each.

STRATEGIC OBJECTIVE

The Port's Waterfront Resilience Program supports the goals of the Port's Strategic Plan as follows:

Engagement:

By leading an inclusive stakeholder process to develop a shared vision, principles, and goals for the WRP and United States Army Corps of Engineers Flood Study (Flood Study).

Equity:

By developing a program-wide equity strategy that is integrated into the Port's Racial Equity Action Plan, and evaluating Embarcadero Early Projects through an equity lens to ensure that benefits accrue to, and burdens are minimized for Black, Indigenous, and People of Color (BIPOC) communities.

Resiliency:

By leading the City's efforts to address threats from earthquakes and flood risk through research and infrastructure improvements to the entire Port shoreline and adjoining buildings and other infrastructure.

Evolution:

By developing strategies to adapt the waterfront and its uses over time, and recognizing that decisions made today influence the options available to future generations who will be addressing different environmental and social conditions.

Sustainability:

By incorporating nature-based features to enhance the quality of the Bay water and habitat with the improvements and conducting an Environmental Quality analysis that considers environmental benefits and impacts in the design of Embarcadero Early Projects.

Productivity and Economic Recovery:

Through the investment of Seawall Bond funding and other Port and public funding sources, and by developing strategies to defend or floodproof Port maritime and industrial facilities to extend their useful life and reduce their risk from coastal flooding and sea level rise.

PURPOSE OF THE CONTRACTS

The purpose of the proposed Contracts is to support the delivery of WRP Embarcadero Early Projects by providing specialized engineering services necessary to complete pre-design, detailed design, and design support during bidding and construction. Other professional service contracts will be necessary to deliver Early Projects including environmental and permitting support services, construction management support services, and program management support services. The Embarcadero Early Projects delivered using these design and engineering contracts will primarily be funded by the Seawall Bond and these Contracts are expected to represent most of the detailed design and engineering services for projects delivered using the Bond funds.

BACKGROUND

The WRP is responsible for advancing earthquake and flood resilience along the Port's 7-1/2 mile waterfront including efforts to improve the 3-1/2 mile Embarcadero Seawall and the waterfront-wide USACE Flood Study.

On August 8, 2017, the Port Commission authorized the award of a consultant contract to CH2M to support the WRP by providing the following services: program management, planning, preliminary engineering, environmental, and communication services. On November 6, 2018, the citizens of San Francisco passed Proposition A with 82.7% voter approval, authorizing a \$425 million General Obligation Bond known as the Embarcadero Seawall Earthquake Safety Bond (Seawall Bond) to deliver the first investments in earthquake and flood resilience from Fisherman's Wharf to Mission Creek.

Through the use of the CH2M contract, the WRP has completed foundational program steps including the Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA), Seismic Measures Development Study of the Embarcadero Seawall, planning level waterfront-wide resilience alternatives as part of the USACE Flood Study, identification and evaluation of 23 potential Embarcadero Early Projects, and advancement of pre-design of 6 potential projects.

As envisioned in the CH2M contract procurement, once planning and potential projects were defined, the WRP would then seek new consulting engineering contracts to provide conceptual design, detailed design, and design support during construction services.

The 2022 Request for Qualifications (RFQ) for as-needed engineering and related professional services established a prequalified pool of seven firms in anticipation of soliciting engineering services for future opportunities such as upcoming WRP Embarcadero Early Projects. This RFP will solicit proposals from the prequalified pool for the award of four contracts. All members of the pool are considered qualified to propose this RFP.

POTENTIAL SCOPE OF WORK

The map below shows the location of the 23 potential Embarcadero Early Projects and the list of projects that are advancing in these contracts.



- #2 Wharf J9 Replacement Project (Contract 3)
- #11 Pier 15 Seawall Earthquake Safety Project (Contract 4)
- #12 Pier 9 Seawall Earthquake Safety Project (Contract 4)
- #15 Ferry Building Area Earthquake Reliability Project (Contract 1)
- #17 Downtown Coastal Resilience Project (Contract 1)
- #18 Pier 24 to 28-1/2 Seawall Earthquake Safety Project (Contract 3)

Each of the four contracts includes conceptual and detailed engineering services to advance Embarcadero Early Projects including preparation of conceptual engineering reports, the basis of design documents, surveys and investigations, construction documents, cost estimating, construction schedule, and design support services during bidding, construction, and closeout including submittal review, RFI's, design changes, and other design related support. Common disciplines include design management, geotechnical engineering, earthquake engineering, marine structure engineering, coastal

engineering and design, utility engineering, surveying, civil engineering, landscape architecture, and building architecture.

The anticipated scope for each of the contracts is listed below:

Contract 1: Downtown Coastal Resilience Project – This contract will complete conceptual engineering for the Downtown Coastal Resilience Project (DCRP) and, if selected to move ahead, complete detailed design documents, and provide design support services during bidding and construction. The proposed DCRP project will improve coastal flood defenses and earthquake safety along a $\frac{3}{4}$ mile stretch of seawall between Pier 5 and Pier 22-1/2 primarily through the use of flood walls, deployable, floodproofing, and earthquake retrofitting. Subject to further management direction, earthquake improvements could include retrofitting the bulkhead wall and wharf substructure retrofit and repairs, pier upgrades around the Ferry Building area, and targeted ground improvement at the Ferry Building Seawall. Substantial strengthening of the bulkhead wall from Pier 14 to Pier 22-1/2 is also envisioned and may include ground improvement and/or tiebacks. Public Realm improvements are expected to include re-grading areas of the Promenade along Rincon Park, replacing railings along the waterfront, creatively working in permanent and deployable flood defenses to public spaces, and developing interpretive and educational features about resilience and climate change. Bulkhead improvements will make use of living seawall treatments based on the results of the Port's ongoing Living Seawall Pilot Program. Construction cost is expected to be up to \$100M or more and \$50M of construction funding is expected from a FEMA Grant.

Contract 2: Southern Embarcadero Coastal Resilience Project – This contract will complete the conceptual design for seawall & bulkhead replacement for a 0.6-mile stretch between Pier 24 and Pier 40, and, if selected, complete detailed design and engineering documents for a 0.3-mile segment between Piers 24 and Pier 32. The replacement will be designed for sea level rise and the conceptual design will include reconfiguration of the northbound roadway, promenade, and public spaces to meet the new seawall and bulkhead wharf elevations for flood protection. An option is included to extend the conceptual design along the remaining 0.4-mile length of the seawall between Pier 40 and the 3rd St bridge. The contract will also develop an interpretive program for the Southern Embarcadero. Construction cost is expected to be as much as \$100M or more.

Contract 3: Wharf J9 Replacement Project, Phase 2 – This contract will complete the conceptual and detailed design for the J9 Seawall and Wharf and develop conceptual engineering plans for extending the replacement along J10 and J11. The replacement project also includes the reconstruction of Al Scoma Way including the seawall and permanent installation of the float and gangway being constructed under Wharf J9 Replacement Project, Phase 1 Float & Gangway. New storm drainage and utility infrastructure are included along with the design of a high-quality public realm that fits with the historic character of the Fisherman's Wharf Outer Lagoon. Construction cost is expected to exceed \$50M.

Contract 4: Seawall Earthquake Safety Retrofits, Multiple Locations – This contract will complete conceptual and detailed design for seawall and bulkhead earthquake safety

retrofits at various locations including Pier 9, Pier 15, and Pier 24.5 to 28.5. The retrofits will include substructure and bulkhead building retrofits, seismic joints to separate the piers, pier substructure, building work at the new joints, and utility work. A phased approach will be considered to accelerate the construction of substructure repairs and retrofit work in advance of seismic joint and building retrofits. Full piers will be analyzed to confirm addition of seismic joints does not trigger code requirements for seismic retrofit of the remainder of the piers. Construction cost is expected to exceed \$30M.

These design contracts will further advance progress in delivering on the Proposition A Seawall Earthquake Safety Bond.

Port leadership will be asked to make final decisions about proceeding with each project with Proposition A funding (or other sources, if appropriate), as follows:

- When projects have a baseline scope, schedule, and budget after conceptual engineering, the Program team will ask Port Executive Director Forbes for authorization to proceed to the final design; and
- At the completion of the final design, staff will request authorization from the Port Commission to bid construction of the projects.

Different Embarcadero Early Projects will reach these milestones at different times, so approvals to advance these projects will occur on a rolling basis.

SELECTION PROCESS

As noted, the firms will be selected from the prequalified pool established by Port Commission Resolution 22-68, on December 13, 2022. Appendix A lists the prequalified firms that are part of the pool. Port staff will develop a Request for Proposals and invite each prequalified Proposer to respond. There are no additional Minimum Qualifications.

Port staff will issue a single RFP to the pre-qualified pool that will result in 4 separate contracts as described above, each with a different dollar value and a unique scope of work. Each contractor will be prohibited from winning more than one contract from this solicitation, ensuring diversity and capacity for the work to be performed concurrently and for deadlines to be met. The teams will be evaluated on a general set of 3-5 questions about their approach and technical experience related to the overall scope of work (Base Score). Separately, each team will identify which of the Contracts they are interested in and describe why they will excel at that scope of work, which will be scored as the Contract Score. For each Contract, the Base Score, plus the individual Contract Score will result in the ranking. Contract 1 will be awarded first, and the subsequent geographies will be awarded in sequential order to the highest-ranked firm that has not already been awarded a contract.

Port staff will procure the requested services through a fair and competitive process and convene a CMD-approved evaluation panel to grade the written proposals and rank the

responding firms. Port staff expects the evaluation process to take the following steps to review and rank responses to the RFP.

Port staff will seek Port Commission authorization to negotiate and enter into agreements with the highest-ranking respondent. If staff cannot complete negotiations with the highest-ranking firms, Port staff may elect to negotiate with the next highest-ranked firm in descending order.

Local Business Enterprise (LBE) Subconsulting Goal

It is the goal of the Port to maximize the participation of Local Business Enterprises in its contracting opportunities. Potential roles for LBEs in this contract include Geotechnical Engineering, Structural Engineering, Surveying, Architecture, and Cost Estimating.

The City’s Administrative Code Chapter 14B – the Local Business Enterprise and Non-Discrimination in Contracting Ordinance – establishes discounts for LBE prime consultants and empowers CMD to set a project-specific goal for LBE subcontractor participation.

The LBE benefits apply in whole to this RFP. LBE Primes and JV Partners will receive a rating bonus at all phases of the grading process. The CMD established an LBE subconsulting requirement for this RFP, and all contracts resulting from this prequalified pool are 20%.

SCHEDULE (Subject to Change)

In accordance with the following timeline, Port staff expects to return to the Port Commission in April 2024 to request approval to award the contract.

<u>Activity</u>	<u>Target Date</u>
Port Commission Informational Item	December 2023
RFP Issuance	January 2024
Civil Service Commission Authorization to Contract Out Services	January 2024
Pre-Proposal Conference	January 2024
Proposal Due Date	March 2024
Panel Review	March 2024
Port Commission Request to Award Contract	April 2024
New Contracts Start	May 2024

FUNDING

The table below shows the proposed funding sources and maximum amounts for each contract.

CONTRACT	FUNDING
Contract 1: Downtown Coastal Resilience Project	\$ 9.5M 2018 Seawall Bond
Contract 2: Southern Embarcadero Coastal Resilience Project	\$ 2.0M 2018 Seawall Bond \$ 7.0M CA Coastal Cons. Grant
Contract 3: Wharf J9 Replacement Project, Phase 2	\$ 6.0M 2018 Seawall Bond

Contract 4: Seawall Earthquake Safety Retrofits, Multiple Locations	\$ 4.0M 2018 Seawall Bond
TOTALS	\$ 21.5M 2018 Seawall Bond \$ 7.0M CA Coastal Cons. Grant

SUMMARY

The proposed four contracts will provide specialized engineering services needed to complete the design of WRP Embarcadero Early Projects that will invest 2018 Seawall Bond funds. These projects will improve earthquake safety, increase coastal flood defenses, and improve disaster response capability by improving the seawall and associated infrastructure.

Prepared for and by: Steven Reel
 Deputy Program Manager
 Waterfront Resilience Program

 Carlos Colón
 Waterfront Resilience Program Administrator

 Alysabeth Alexander-Tut
 Contracts and Procurement Manager
 Finance and Administration Division

Attachment: Appendix A - Prequalified Pool for Engineering Services

APPENDIX A
Prequalified Pool for Engineering Services

The seven (7) prequalified engineering teams and their sub-consultants are listed below (LBEs are emphasized in **bold** for your reference):

Prequalified Proposer	Team Members	
Arcadis / Lotus Water JV	Arcadis Sustainable Watershed Designs, Inc. (dba Lotus Water) Avila & Associates Consulting Engineers Bello & Associates, Structural Engineers Crowley Engineering Services F.W. Associates, Inc. Fugro USA Land, Inc. Hollins Consulting, Inc.	Incommon, LLC <i>ISI Inspection Services, Inc.</i> M Lee Corporation Meridian Surveying Engineering, Inc. RES Engineers, Inc. Ryan Joyce Structural Design SC Solutions, Inc. SJ Engineers TEF Design The Allen Group, LLC
COWI / TECI JV	COWI North America, Inc. Telamon Engineering Consultants, Inc. Alfred Martinez Engineering AEW Engineering Inc. Architectural Resources Group Applied Technology & Science Bello & Associates, Structural Engineers Bermello Ajamil & Partners Brightworks CADNET Clearstory, Inc. Divis Consulting, Inc. Dabri Inc. eTrac, Inc. Earth Mechanics, Inc. Edgar Lopez & Associates, Inc.	Emily Borland Specifications, Inc. F.W. Associates, Inc. Fehr & Peers GVK Elevator Consulting Herbert Engineering HYT Corporation JDH Corrosion Consultants LDA Architects Liftech MHC Engineers, Inc. M Lee Corporation Merrill Morris Partners Pathways Climate Institute RailPros RES Engineers, Inc. SF Boat Support SOHA Engineers
GHD / STRUCTUS JV	GHD Inc. STRUCTUS, Inc. Advant Engineering Architectural Resources Group Arup Divis Consulting, Inc. EDesignC Earth Mechanics, Inc. GVK Elevator Consulting Heger Dry Dock Herbert Engineering Hollins Consulting, Inc.	M Lee Corporation Maffei Structural Engineering Marcy Wong Donn Logan Architects OCMI, Inc PaleoWest Power Engineering Construction Company RES Engineers, Inc. Ryan Joyce Structural Design Saylor Consulting Group Urban Design Consulting Engineers Voss Laboratories

Prequalified Proposer	Team Members	
	<i>Kuth Ranieri Architects</i> Liftech	
Moffatt & Nichol OLMM JV	Moffatt & Nichol <i>OLMM Consulting Engineers</i> Architectural Resources Group <i>Bello & Associates, Structural Engineers</i> <i>Bonner Communications</i> <i>Boudreau Associates</i> <i>CADNET</i> CHS Consulting Group <i>Clearstory, Inc.</i> Earth Mechanics, Inc. <i>FW Associates, Inc.</i> GVK Elevator Consulting Herbert Engineering <i>Hollins Consulting, Inc.</i>	<i>Joe Hill Consulting & Engineering Corporation</i> <i>HRA Consulting</i> <i>MHC Engineers, Inc.</i> <i>M Lee Corporation</i> <i>Meridian Surveying Engineering, Inc.</i> <i>Merrill Morris Partners</i> Liftech Ninyo & Moore <i>RES Engineers, Inc.</i> <i>Robin Chiang & Company</i> <i>SF Boat Support</i> <i>SJ Engineers</i> Scola & Associates Subtronic Corporation
Parsons FMG JV	Parsons Transportation Group, Inc. <i>FMG + Company</i> <i>ACG Engineers Inc.</i> Anchor QEA <i>Bello & Associates, Structural Engineers</i> <i>C M Pros</i> Earth Mechanics, Inc. Engeo Incorporated Herbert Engineering <i>Joe Hill Consulting & Engineering Corporation</i>	<i>Knapp Architects</i> Liftech <i>MHC Engineers, Inc.</i> <i>M Lee Corporation</i> <i>Meridian Surveying Engineering, Inc.</i> <i>Monica Wilson</i> <i>Montez Group Inc.</i> <i>Pannu Larsen McCartney</i> <i>Saylor Consulting Group</i> SC Solutions, Inc. Towill, Inc.
Ryan Joyce Structural Design	<i>Ryan Joyce Structural Design</i> ACG Engineers, Inc. Anchor QEA <i>Aurora Environmental</i> <i>Briggs Akalan Structural Engineering (dba BASE Design)</i> <i>Clearstory, Inc.</i> <i>Dabri Inc.</i> <i>Divis Consulting, Inc.</i> Earth Mechanics, Inc. <i>Ellen Joslin Johnck, RPA</i> Herbert Engineering <i>Hollins Consulting, Inc.</i> <i>M Lee Corporation</i>	<i>MHC Engineers, Inc.</i> <i>Meridian Surveying Engineering, Inc.</i> Mott MacDonald Group, Inc. Pacific Interwest <i>RES Engineers, Inc.</i> R.E.W. Estimating LLC <i>SF Boat Support</i> Simpson Gumpertz & Heger Inc. <i>Studio Perez</i> Subtronic Corporation TEF Design <i>Urban Design Consulting Engineers</i>

Prequalified Proposer	Team Members	
Stantec MME JV	Stantec McGovern McDonald Engineers AGS, Inc. Advant Engineering AEW Engineering Inc. Anchor QEA Applied Technology & Science ARTEMIA Communications BAC Engineers W.F. Baird & Associates Ltd Bruce S. Rosenblatt & Associates Dabri Inc. Earth Mechanics, Inc. Garavaglia Architecture	Joe Hill Consulting & Engineering Corporation Lerch Bates Liftech M Lee Corporation MHC Engineers, Inc. Meridian Surveying Engineering, Inc. Merrill Morris Partners Pathways Climate Institute RES Engineers, Inc. Robin Chiang & Company Simpson Gumpertz & Heger Inc. SRT Consultants Tuan and Robinson Structural Engineers, Inc. V&A Engineers

Note: Firms in bold are listed LBE.