

MEMORANDUM

October 20, 2017

TO: MEMBERS, PORT COMMISSION
Hon. Willie Adams, President
Hon. Kimberly Brandon, Vice President
Hon. Leslie Katz
Hon. Doreen Woo Ho

FROM: Elaine Forbes
Executive Director

SUBJECT: Request authorization to advertise for competitive bids for Construction Contract No. 2790, Marine Structural Projects IV, (Piers 29 & 31½ Substructure Repair)

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Executive Summary

Port staff requests the Port Commission's authorization to advertise for competitive bids for Contract No. 2790, Marine Structural Projects IV (Piers 29 & 31½ Substructure Repair) ("Project").

The Project base bid scope includes substructure repairs to the underdeck structures (slabs, beams, and piles) of Piers 29 and 31½. The Pier 29 work scope includes executing repairs to approximately 20,000 square feet of the western Pier 29 substructure area which includes the area under the Pier 29 Bulkhead building for a future lease with Jamestown. The Pier 31½ work scope includes specific substructure repairs to the adjacent apron substructures in addition to Pier 31½ which encompasses the National Park Service (NPS) leasehold boundary.

The allowable live loading on the Pier 29 repaired area will increase from the current rated capacity of 100 pounds per square foot (psf) to 250 psf. An increased live load rating is required to accommodate operational needs of future planned leasing of the Pier. After the Pier 31½ repairs are completed, fuel trucks will be allowed to access the entire pier, increasing the safety of operations. Under the proposed Project schedule, Pier 31½ will be in operation during the construction to accommodate the NPS Alcatraz Ferry service. The proposed work will prepare for upgrades that NPS wishes to implement for its renewed Port lease in 2019.

This Print Covers Calendar Item No. 11A

The Project is part of a continued effort to maintain and improve Port real estate assets. The facility location is illustrated in Attachment A: Area of Work Location Map.

Pier 29 substructure repairs were funded with a combination of insurance proceeds from the Pier 29 fire, funds from the FY 2015/16 capital budget supplemental appropriation which received final approval from the Board of Supervisors and the Mayor in November 2015, and funds from the FYs 2014/15 and 2016/17 capital budgets.

Pier 31½ substructure repairs were approved in the FY 2017/18 capital budget.

Strategic Objectives

This Project supports the Port's Strategic Plan objectives as follows:

- **Renewal:** The Project will rehabilitate an important historic resource in the Embarcadero Historic District. Pier 31.5 is a contributing resource within the San Francisco Embarcadero Historic District which is listed on the National Register of Historic Places. Pier 29 is of a similar design and is currently unoccupied. The Project will strengthen the substructure and allow for future use.
- **Livability:** The Project promotes living wage jobs by providing an opportunity by meeting mandates for Local Hire in construction projects. The Project will repair the Piers 29 and Pier 31½ substructures so they can be maintained for public access.
- **Sustainability:** The Project will include best practices for construction.
- **Economic Vitality:** The Project will contribute to the Port's ability to develop a long-term lease with the National Park Service supporting the Alcatraz Tour operations at Pier 31½ as well as a new lease with Jamestown at Pier 29.
- **Stability:** The Project structural improvements will give the Port the opportunity to lease the facilities to viable, long-term tenants.

Background

Pier 29

In 2016, the Port's as-needed engineering consultant, Parsons Brinkerhoff, performed the condition survey and prepared the structural drawings and cost estimate for the Pier 29 substructure repairs. This consultant's contract with the Port has since expired, so Port engineering staff has made minor revisions to the structural drawings that address specific repair methodologies.

Pier 31½

In 2015, the Port's as-needed architectural and engineering consultant, COWI, performed a condition survey and prepared a final design with a cost estimate for the substructure repairs.

Building Uses and Tenants

Pier 29 is currently vacant. The Port Real Estate Division is currently negotiating with Jamestown, a national real estate investment and management company, to lease 20,000 +/- square feet of Bulkhead and Shed space.

Pier 31½ is currently the site of the National Park Service's Alcatraz Ferry operations. The pier includes a ticket office, waiting area, interpretive area, and ferry float gangway connection.

Project Description

The Port's as-needed consultants and Port Engineering staff prepared project technical drawings and specifications. The Project base bid scope includes underdeck, overwater repairs to slabs, beams, and piles, consisting of local hand application, shotcrete, and cast-in-place concrete methods. The majority of the work is below the deck over water, out of the view of the public.

There are 3 alternate bid items - Pier 31 and Pier 33 substructure repairs as noted in Yellow in Attachment A (outside of the NPS leasehold boundary). These alternate bid scopes are similar to the base bid but in different areas effectively increasing the areas to be repaired. Each alternate extends approximately 50' from the leasehold boundary and noted in detail in the project drawings. The 3rd alternate bid item is hole repairs on various piles in the NPS leasehold boundary.

Regulatory Approvals and Permits

The planned repairs have been reviewed for consistency with the historic features of the pier building and the Embarcadero Historic District (Resolution 04-89), which must be consistent with the Secretary of the Interior Standards for Historic Rehabilitation. The Project scope in Piers 29 and 31½ are considered ordinary maintenance and repair to keep these historic piers in good repair.

Port staff confirmed that this Project is eligible for a Categorical Exemption for Port-wide general maintenance and repair projects, under the California Environmental Quality Act (CEQA), which was issued by San Francisco Planning Department on March 18, 2016 (No. 2016-003866ENV). The Project scope also falls within San Francisco Bay Conservation and Development Commission (BCDC) Permit M1977.017 and Regional Water Quality Control Board (RWQCB) Order No. R2-2016-0039 for Port-wide general maintenance and repair activities.

Climate Action

The design life of this Project is projected to be approximately 30 years. Sea Level Rise is not expected to cause any major issues during the design life of this Project.

Local Business Enterprise (LBE)

The Contract Monitoring Division (CMD) enforces the City's Administrative Code Chapter 14B, the Local Business Enterprise and Non-Discrimination in Contracting Ordinance (the LBE Ordinance).

CMD, in consultation with the Port, has determined the city-wide 20% LBE participation requirement cannot be met on this Project because of a number of factors. The Project is primarily an under-deck structural repair project and there are a limited number of experienced LBE subcontractors available to perform this work over water. Furthermore, CMD acknowledges unique safety and environmental issues that subcontractors encounter when performing work in confined spaces over water. Based on this review, CMD set the LBE subcontractor goal for the project is now 3%. The LBE Ordinance establishes 10% bid discounts for LBE prime contractors and empowers CMD to set LBE subcontractor participation requirements based upon availability of LBE firms to complete the type of work included in the proposed work scope.

San Francisco Local Hiring Ordinance

The Project contracting requirements will comply with the City's Local Hiring Ordinance which went into effect on March 25, 2011. The ordinance specifies for this Project a 30% mandatory participation level of all project hours within each trade performed by local residents, with no less than 15% of all project work hours within each trade performed by disadvantaged workers.

Advertisement

Under the proposed bid solicitation, qualified bidders must possess a Class A Contractor's License with at least five (5) years of experience working over water on concrete substructure repair work, including slabs, beams, and piles. Port staff will work with CMD for small business outreach to encourage bidding from local construction contractors. Bids will be advertised to reach contractors through the following methods:

- Port Internet
- Direct targeted emails based on location and trade
- Chambers of Commerce and Merchant Associations – Postings and alerts within the traditional and ethnic Chambers
 - Hispanic Chamber of Commerce
 - San Francisco African Chamber of Commerce
 - Chinese Chamber of Commerce
 - LGBT Chamber of Commerce
- Minority/Women Business Enterprise Agencies
- Direct phone calls to targeted individuals and businesses to promote joint ventures
- Contract Monitoring Division list of contractors
- Office of Contract Administration Internet Site
- SFPUC Contractor Assistance Center
- San Francisco Public Library
- Plan Rooms (Builders Exchange, Contractors Information Network, etc.) 18 total
- San Francisco Chronicle (or Examiner)
- Community Newspapers:
 - Bay Area Reporter

- Central City Extra
- El Mensajero
- EL Reportero
- Marina Times/Northside Publications
- Potrero View
- San Francisco Bayview
- Sing Tao Daily
- Small Business Exchange
- The Western Edition
- World Journal
- Sun Reporter

After the proposed solicitation and receipt of bids, Port staff will report to the Port Commission and recommend award of the contract to the lowest responsive, responsible bidder.

Funding

The total estimated construction cost for this Project, which includes a 10% contingency, is \$8,800,000. The engineer’s estimate and funding source for this Project are noted below:

Project Scope	Engineer’s Estimate	Funding Source	Funding Available
Pier 29 Repairs	\$2,811,000		
10% Contingency	\$281,000		
Total Estimated Cost with contingency	\$3,092,000	CPO778 Pier Repair Fund (\$2,700,200) / CPO776 Leasing Capital Improvements Fund (\$1,072,000)	\$3,772,200

Project Scope	Engineer’s Estimate	Funding Source	Funding Available
Pier 31.5 Repairs	\$5,118,000		
10% Contingency	\$519,000		
Total Estimated Cost with contingency	\$5,707,000	CPO778 Pier Repair Fund	\$6,356,000

The current estimated Project cost, including the 10% contingency, is fully funded by both Port Capital Funds CPO778, the Pier Repair Fund, and CPO776 Leasing Capital Improvements Fund.

The Project bid documents will include alternate bid items for substructure areas adjacent to the NPS leasehold boundary at Pier 31 and Pier 33 (as noted in Yellow in

Attachment A), as well as pile hole repairs, should the bid amounts allow for the inclusion of the alternate bid items in the contract award, or if additional funding becomes available. The estimated cost of the alternate bid items are \$678,000, \$433,000 and \$162,000 respectively including 10% contingency (\$1,273,000 Total).

Schedule

The following is the anticipated Project schedule which is subject to change:

Port Commission Approval to Advertise	October 24, 2017
Advertise for Bids	November 2017
Award of Contract	January 2018
Notice to Proceed	March 2018
Substantial Completion	May 2019

Summary

The Project will repair Pier 29 and Pier 31.5 substructures, important historic and revenue generating resources for continued use. The Project scope specifies repairs to structural foundation slabs, beams, and piles. The Project, once completed, will return Pier 29 to a revenue-generating light industrial use. Additionally, the Project will implement repairs to the Pier 31.5 substructure and allow continued use by the National Park Service for the Alcatraz Ferry.

Recommendation

Port staff is prepared to seek competitive bids for this Project. Therefore, Port staff requests Port Commission authorization to advertise for competitive bids for Construction Contract No. 2790, Marine Structural Projects IV, (Pier 29 & 31½ Substructure Repair)

Prepared by:	Jonathan Roman Project Manager
For:	Rod Iwashita Chief Harbor Engineer

Attachments

- A: Area of Work Location Map
- B: CMD Review Memorandum

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 17-56

- WHEREAS, Port staff seeks authorization to solicit competitive bids for Construction Contract No. 2790, Marine Structural Projects IV, (Piers 29 & 31½ Substructure Repairs) (the “Project”); and
- WHEREAS, the construction Project base bid scope of work will provide repairs to structural slabs, beams, and piles for Piers 29 and 31½, and
- WHEREAS, the Project bid documents will include alternate bid items for substructure repairs of Pier 31 and Pier 33, extending approximately 50’ adjacent to the NPS leasehold boundary, as well as pile hole repairs, should the bid amounts allow for the inclusion of the alternate bid items in the contract award, or if additional funding becomes available, and
- WHEREAS, the Port’s as-needed engineering consultants and Port engineering staff have prepared design drawings and specifications for the Project; and
- WHEREAS, the current estimated Project costs for both Piers 29 and 31½ total \$8,800,000, as described in the accompanying staff report, which consists of \$3,092,000 and \$5,707,000, for the base scope of work for Pier 29 and Pier 31 1/2, respectively, including a 10% contingency of \$800,000 for the work assigned to both Piers (\$281,000 for Pier 29 and \$519,000 for Pier 31 1/2); and
- WHEREAS, the current estimated Project cost, including the 10% contingency, totals \$8,800,000, and is fully funded by both CPO 778, the Pier Repair Fund (\$7,728,000) and CPO776, the Leasing Capital Improvements Fund (\$1,072,000); and
- WHEREAS, the Project scope was determined to be exempt under California Environmental Quality Act (CEQA) pursuant to the Categorical Exemption issued by the S.F. Planning Department on March 18, 2016 (N. 2016-003966ENV); and
- WHEREAS, the Project scope is within the parameters of the Port’s permit M1977.019.17 issued by the San Francisco Bay Conservation and Development Commission (BCDC) and Board Order R2-2016-0039 issued by the San Francisco Regional Water Quality Control Board (RWQCB); and

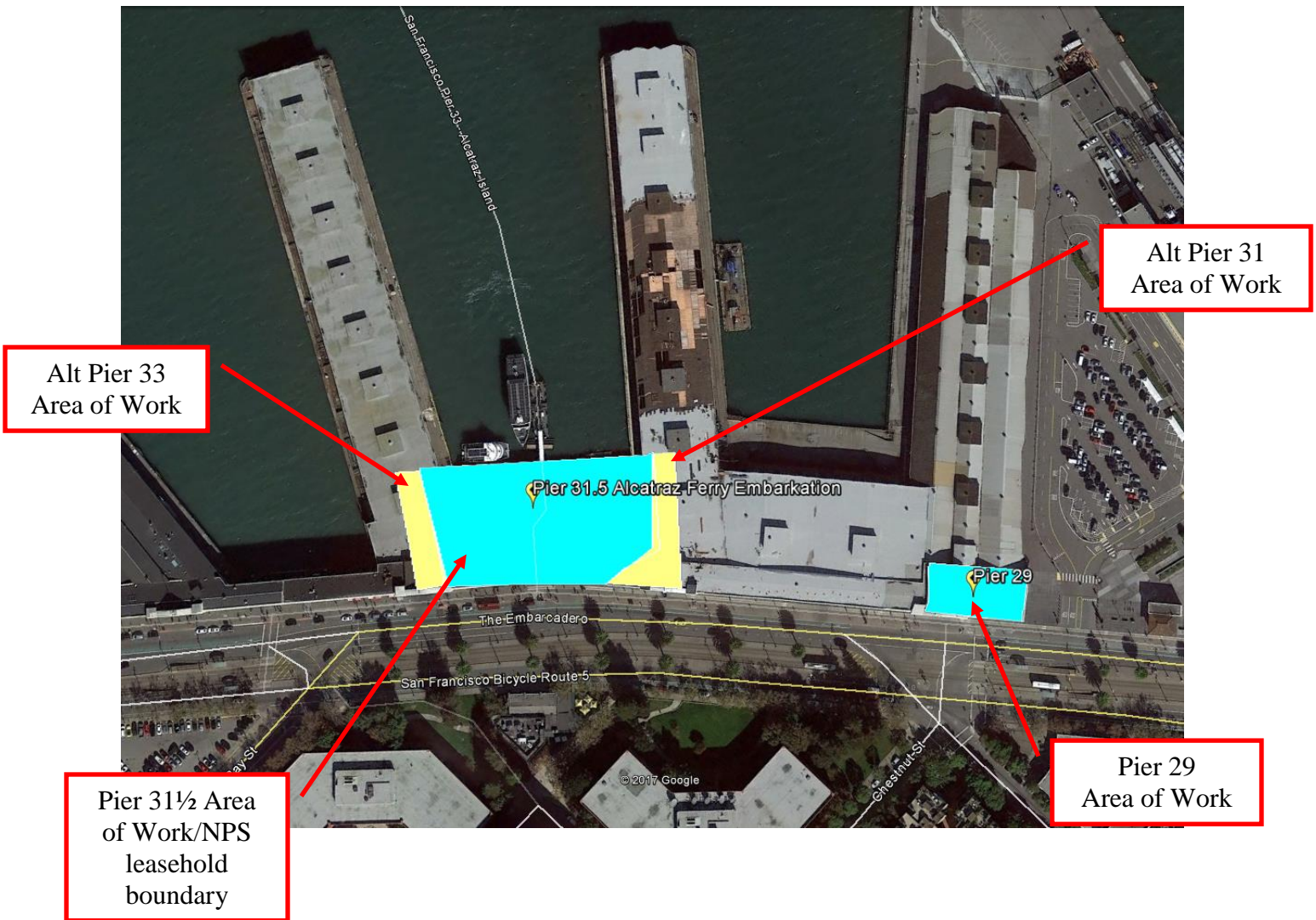
WHEREAS, the Project bid requirements will incorporate the subcontracting requirement of 3% for Local Business Enterprises (LBEs) as set by the City's Contract Monitoring Division (CMD) and requirements of the San Francisco Local Hiring Ordinance including the mandatory participation level for each qualifying trade; now, therefore be it

RESOLVED, that the San Francisco Port Commission hereby authorizes Port staff to advertise for and accept competitive bids for Contract No. 2790, Marine Structural Projects IV, (Pier 29 & 31½ Substructure Repair) (the "Project").

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of October 24, 2017.

Secretary

ATTACHMENT A
AREA OF WORK LOCATION MAP



CONTRACT 2790 Marine Structural Projects IV (Pier 29 & 31½ Substructure Repairs)

ATTACHMENT B
CMD Goal Approval Memo

OFFICE OF THE CITY ADMINISTRATOR
CONTRACT MONITORING DIVISION



Edwin M. Lee, Mayor
Naomi M. Kelly, City Administrator



Romulus Asenloo, Director

MEMORANDUM

Date: October 13, 2017

To: Jonathan Roman, Port of San Francisco

From: Finbarr Jewell, CMD

Subject: Goal Approval Memo
Marine Structural Project IV (Piers 29 & 31½ Substructure Repair)
Contract No. 2790

The Contract Monitoring Division (CMD) has reevaluated the Engineer's Estimate for the subcontractor opportunities for the above referenced project, as well as LBE availability data.

CMD in consultation with the Port has determined the City wide 20% LBE participation requirement cannot be met on this project because of a number of factors. The project is primarily an under deck structural repair project and there are a limited number of experienced LBE subcontractors available to perform this work over water. Furthermore, CMD acknowledges unique safety and environmental issues that subcontractors encounter when performing work in confined spaces over water.

Based upon this review, the LBE subcontractor goal for the project is now 3%. Small and Micro-LBEs certified by CMD can be used to meet the subcontracting goal.

In addition, the following availability information should be conveyed in the bid specifications.

The LBE subcontracting participation goal for this contract is 3%. Small and Micro-LBEs certified by CMD can be used to meet this subcontracting goal.

Pursuant to Sec. 14B.9 of the San Francisco Administrative Code, bidders are hereby advised that the availability of Minority Business Enterprise (“MBE”), Women Business Enterprise (“WBE”), and Other Business Enterprises (“OBE”) to perform subcontracting work on this project is as follows: 1.1% MBE, 0.2% WBE, and 1.7% OBE.

Bidders are further advised that they may not discriminate in the selection of subcontractors on the basis of race, gender, or other basis prohibited by law, and that they shall undertake all required good faith outreach steps in such a manner as to ensure that neither MBEs nor WBEs nor OBEs are unfairly or arbitrarily excluded from the required outreach.

Should you have any questions please do not hesitate to contact me at 415 274 0511.