



Waterfront Resilience Program

Waterfront Resilience Program Update

Port Commission – 8A

September 24, 2019



# AGENDA

- 1 Waterfront Resilience Program Update
- 2 Update on the USACE/Port Flood Resiliency Study
- 3 PEC Contract Scope of Work
- 4 Funding Update and Washington D.C. Trip Planning





# PORT'S WATERFRONT RESILIENCE PROGRAM

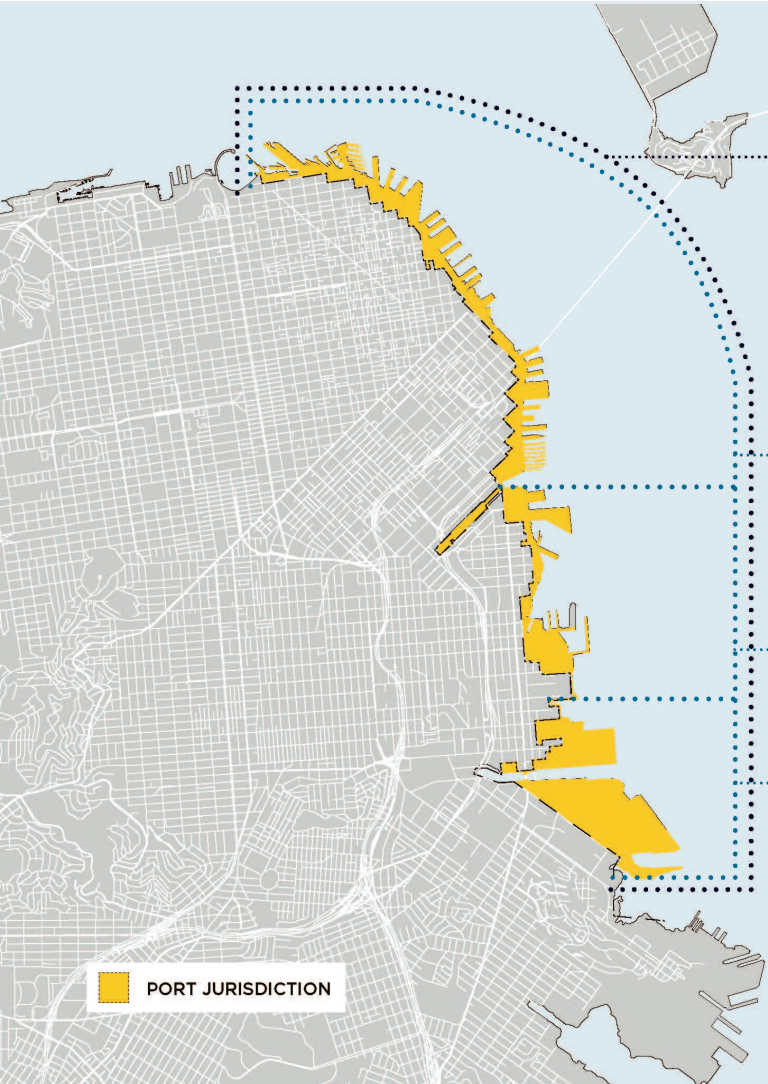


The Port of San Francisco's Waterfront Resilience Program will create a safe, equitable, sustainable, and inspiring waterfront.





# PORT'S WATERFRONT RESILIENCE PROGRAM



## PORT-WIDE

- Strengthen, Adapt, and Envision
- Flood Study
- Floodproofing the Piers
- Project SLR Adaptations
- Utilities Projects
- Waterfront Plan

## EMBARCADERO

- Embarcadero Seawall Program
- Historic Pier Rehabilitation

## MISSION CREEK / MISSION BAY

- Southern Waterfront Seismic Vulnerability Assessment

## ISLAIS CREEK / BAYVIEW

- Islais Creek Adaptation Strategy
- Southern Waterfront Seismic Vulnerability Assessment





# USACE/PORT FLOOD RESILIENCY STUDY OVERVIEW



## HIGHLIGHTS

- Federal funding, expertise, partnership
- Port is the local sponsor, seeking assistance since 2012
- Flood Resiliency Study is entire Port jurisdiction + Aquatic Park
- ~5 years, ~\$20M, 50/50 cost share
- USACE-funded project not guaranteed



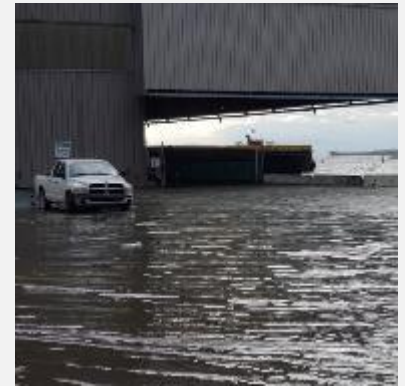
## STUDY OVERVIEW

- Evaluate flood risk to entire Port and develop and assess a wide range of alternatives
- Culminates in a recommendation to Congress of selected plan
- Design/construction of federal plan cost shared 65% fed / 35% local
- Locally preferred plan can be selected, sponsor pays extra cost



# USACE/PORT FLOOD RESILIENCY STUDY COSTS

- Approximately \$20.3 million for a series of flood control projects that could be as high as \$1 billion across 7½ miles of Port waterfront
- Embarcadero Seawall Program budgeted \$23.7 million for preliminary engineering and environmental review for 3/4 of a mile
- Many of the same tasks for both efforts means increased collaboration—and stretching resources
- The result of this budget increase – if approved by USACE and the Port Commission – will be an increase in federal funding for the Flood Study from \$1.5 million to \$9.75 million





# REQUEST TO AUTHORIZE PEC CONTRACT AMENDMENT

## OVERVIEW

- Pursuing unique opportunities to fund urgent seismic and sea level rise projects
- Integrating the Embarcadero Seawall Program and the Flood Resiliency Study efforts
- Identifying ways to conserve resources through collaboration
- Reallocating resources to stretch funding opportunities
- Responding to Port Commission feedback from August informational presentation

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# PROPOSED PEC CONTRACT AMENDMENT – OVERVIEW



## OVERVIEW

- On August 13, 2019, Port staff delivered an informational presentation on the proposed PEC Contract amendment.
- The proposed amendment will increase the contract amount by **\$19,334,390** and increase Local Business Enterprises (LBE) participation to **23.42%**.
- If approved by the Port Commission and the Board of Supervisors, the revised contract will have a total contract authorization not to exceed **\$59,977,071**.





# PROPOSED PEC CONTRACT AMENDMENT – SCOPE



## SCOPE

- Flood Resiliency Study In-Kind Services
- Adapt + Envision Planning
- Multi-Hazard Risk Assessment Completion
- Advanced Earthquake Analysis, Ferry Building Area
- Stakeholder Engagement
- LBE Support Services
- Workforce Development
- Public Education
- Disaster Response Planning
- Project Management



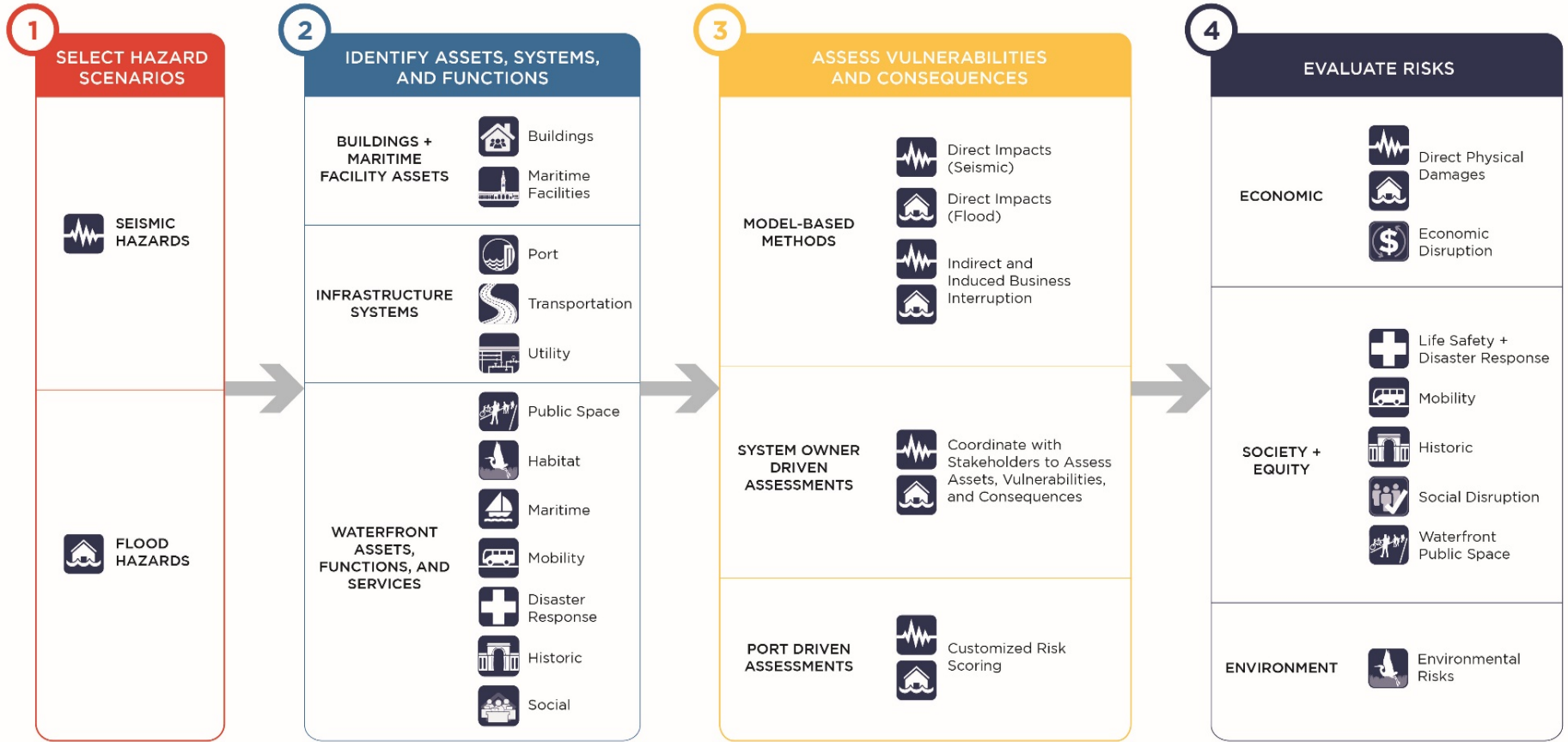
# PROPOSED PEC CONTRACT AMENDMENT – MHRA

## What are the hazards?

## What's at stake?

## How will we measure?

## Why does it matter?





# PROPOSED PEC CONTRACT AMENDMENT – ADVANCED ANALYSIS

## FERRY BUILDING ANALYSIS

- Earthquake Ground Motions: using geotechnical exploration program data, generated site-specific earthquake ground motions for three earthquake scenarios – recommending adding to this modeling
- Ferry Building Assessment: given its importance to the Port, City, and region consideration is being given to complete a highly advanced earthquake assessment for the area around the Ferry Building





# PROPOSED PEC CONTRACT AMENDMENT – STAKEHOLDERS



## STAKEHOLDER ENGAGEMENT

- Community meetings with engagement exercises
- Roadshow presentations
- Event outreach – fall/winter southeast waterfront events
- Partnerships with community groups
- Digital engagement, including an interactive website, videos, and webinars
- Boat, bike, and walking tours - new southern waterfront tours being added
- And much more...





# PROPOSED PEC CONTRACT AMENDMENT – LBE SUPPORT



## LBE SUPPORT SERVICES

- The specialization of the work in both planning and construction means creative methods are needed for LBE participation
- Two phases to increase LBE, including minority and women owned firm participation
- **Phase 1:** Assessment, goal setting, improving LBE contracting, communications strategy, trainings, and developing innovative contracting mechanisms
- **Phase 2:** Expanding technical assistance, establishing a resource hub, facilitating match-making, and aiding small businesses





# PROPOSED PEC CONTRACT AMENDMENT – WORKFORCE DEV.



## WORKFORCE DEVELOPMENT

- Sustainable program that maximizes resources and leverages partners' expertise
- Work with the Office of Economic and Workforce Development
- Leverage and expand the current training academies
- Strategy focused on educating, training, and placing residents in careers
- Recruitment and training timelines to mirror the Embarcadero Seawall Program Phase 1 projects; objective of trained workers before the project start dates





# PROPOSED PEC CONTRACT AMENDMENT – PUBLIC EDUCATION



## EXPLORATORIUM PARTNERSHIP

- Partnership with the Exploratorium to enhance public awareness and engagement
- Communicate the actions needed to address vulnerabilities along the Embarcadero Seawall
- Engage the community with the Program elements and other key components





# PROPOSED PEC CONTRACT AMENDMENT – DISASTER RESPONSE



## DISASTER RESPONSE PLANNING

- Work with the Department of Emergency Management (DEM) to evaluate the disaster response criteria
- Port emergency response staff and DEM staff propose two exercises in early 2020 to evaluate:
  - Areas of the waterfront most important to the City’s response function
  - How the City should amend existing Port, City, and regional plans to respond to the types of potential Port damage that the MHRA is expected to show





# PROPOSED LBE PARTICIPATION

## SUPPORTING LOCAL BUSINESSES

- CH2M committed to 21% LBE goal
- Current Phase I LBE participation is 19%
- Overall LBE participation rate estimated at **23.42%**
- CH2M is actively looking for opportunities to increase LBE participation
- The proposed additional scope adds several new LBE subcontractors





# FUNDING STRATEGIES

## FUNDING

Through FY2018-19, the Port and City have appropriated \$20 million to the Seawall Program:

- City's Revolving Fund - \$9 million
- Port Capital - \$4 million
- SFMTA and Planning - \$2 million
- CA Natural Resources Agency - \$5 million

Future Funding Strategies:

- First Seawall Bond issuance of \$50 million
- USACE/Federal contribution
- Additional State funding





# REASONS FOR AVOIDING A RE-BID

Port staff does not consider bidding of the proposed amended scope of work to be a viable option because:

- A new contract award would take a minimum of 6-9 months.
- A delay would put at risk the Port's ability to continue to provide in-kind services and technical input to the USACE Flood Resiliency Study, which could put the Study in jeopardy.
- Coordinating a second consultant team would likely create inefficiencies and make it more difficult to align the Flood Resiliency Study with the Embarcadero Seawall Program.
- Additional scopes of work, such as LBE Support Services and Workforce Development, would also be delayed and are needed to create a viable workforce and pool of LBE contractors to support the Program.





# PLANNING FOR CONTINGENCIES

Port staff believe the proposed budget increase will be sufficient and do not foresee additional amendments. The following factors could change this assessment:

- The Flood Resiliency Study could find limited or no federal interest. Staff would then not execute task authorizations to support the remainder of the Study.
- USACE could not approve a waiver of Flood Resiliency Study cost limits of \$3 million or could fail to obtain federal appropriations. Staff would then work with USACE to reduce the scope, subject to consultation with the Port Commission.
- The Flood Resiliency Study could identify a proposed project that is larger than anticipated, requiring additional funding.
- The MHRA could identify anticipated seismic and/or flood damages such that policymakers, including the Port Commission, the Board of Supervisors, and the Mayor, favor pursuing a significantly larger Phase 1 project.





# FEDERAL SUPPORT



Port staff are organizing a fall trip to Washington, D.C. The Port Commission will be updated as details and meetings are confirmed.





# THANK YOU!



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