



**AGENDA REPORT**

<b>PROPOSED ACTION: Resolution:</b> Approve and Authorize the Executive Director to Award and Execute a Contract with Anvil Builders Inc. in an Amount Not to Exceed \$10,911,545 for the Construction of Former Oakland Army Base SS-R-14 Switchgear Replacement New SS-R-10, Execute Contract Change Orders in an Amount Not to Exceed \$1,750,000, and Find that the Proposed Action Complies with the California Environmental Quality Act as it was Analyzed in the 2002 Oakland Army Base Area Redevelopment Plan Environmental Impact Report. <b>(Engineering/Maritime)</b>	
<b>Submitted By:</b> Emilia Sanchez, Director of Engineering; Bryan Brandes, Director of Maritime; Danny Wan, Executive Director	
<b>Parties Involved:</b> Anvil Builders Inc.      Emeryville, CA	<b>Amount:</b> \$12,661,545 Contract Authority (part of a \$19,003,096 total project budget)
<b>EXECUTIVE SUMMARY:</b> Switchgear SS-R-14 is a critical piece of the electrical distribution system. It is at the end of its useful life and requires replacement. Replacement will include upgrades to serve future electrification of equipment and operations. The replacement is labeled SS-R-10 and will be constructed in a location near SS-R-14 to ensure no loss of service during construction. Replacement is expected to be completed by mid-2028.	

**BACKGROUND & ANALYSIS**

The Port of Oakland (Port) maintains its electrical distribution system as part of its overall maintenance program. The Former Oakland Army Base (OAB) SS-R-14 Switchgear Replacement New SS-R-10 Project (Project) will upgrade distribution of the Port 12.47 kV electrical system within the Seaport Logistics Complex, northern Outer Harbor, and Berth 9/10 areas. The existing switchgear, SS-R-14, which is located along West 14<sup>th</sup> Street, is at the end of its useful life and needs to be replaced to meet the needs for continued electrification of cargo handling equipment, and the overall goal of Zero Emissions from Port operations. This switchgear replacement is a component of the Fiscal Year 2021 (FY 2021) Port Infrastructure Development Program (PIDP) grant from the United States Department of Transportation Maritime Administration (MARAD).

The design of this switchgear replacement was completed in April 2024, and the Project was advertised for bidding on July 1, 2024. Port Staff hosted a pre-bid meeting on July 16, 2024. Twelve contracting companies attended. Port Staff hosted a non-mandatory site visit on July 18, 2024. Seventeen contracting companies

attended. Bids were due on August 30, 2024. The bids received are shown in Table 1.

Anvil Builders Inc. submitted a bid totaling \$10,911,545. Port Staff reviewed the bid and determined that Anvil Builders Inc. is the lowest responsive and responsible bidder and recommend the award of the construction contract for the Project to Anvil Builders Inc. Additionally, Port Staff requests \$1,750,000 in change order authority, representing approximately 16% of the contract value to address any changes deemed appropriate and/or necessary.

**Table 1 Bid Summary**

<b>Bidder</b>	<b>Location</b>	<b>Total Bid Price</b>
Anvil Builders Inc.	Emeryville, CA	\$10,911,545
Blocka Construction Inc.	Pleasanton, CA	\$11,529,025
DMZ Builders	Concord, CA	\$12,225,530

Since the Project is federally funded, the Port's Non-Discrimination and Small Local Business Utilization Policy (NDSLBU) does not apply and was not factored into the bid analysis. Rather, MARAD PIDP-funded projects require the Port to comply with 2 CFR § 200.321 to encourage contracting with small and minority businesses, women's business enterprises, and labor surplus area firms (collectively, "Target Firms"). Under 2 CFR § 200.321, the Port must take (and require its prime contractor, if subcontracting, to take) certain affirmative steps to assure that these Target Firms are used when possible. The affirmative steps include:

- Placing these Target Firms on solicitation lists;
- Assuring that these Target Firms are solicited whenever they are potential sources;
- Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by these Target Firms;
- Establishing delivery schedules, where the requirement permits, which encourage participation by these Target Firms;
- Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.

The affirmative steps were taken by the Port for this solicitation.

## OTHER FINDINGS AND PROVISIONS

### ENVIRONMENTAL REVIEW

The proposed action was analyzed under the California Environmental Quality Act (CEQA) and was found to be:

- Categorically exempt under the following CEQA Guidelines Section (Choose an item):
- Not a "Project" under CEQA, as defined in Public Resources Code § 21065.
- "Common Sense" exemption under CEQA Guidelines Section 15061(b)(3).
- Other/Notes:

CEQA Determination: The 2002 Oakland Army Base Area (OAB) Redevelopment Plan Environmental Impact Report (Redevelopment EIR) (State Clearinghouse Number 2001082058) evaluated the potential impacts of redevelopment of the 1,800-acre redevelopment area, including electrical upgrades within the former OAB sub-district in order to serve future development. The EIR was certified by the lead agency, the City of Oakland, in July 2002. On September 17, 2002, the Board of Port Commissioners, acting on behalf of the Port of Oakland as a responsible agency under CEQA, adopted findings and the mitigation program in the City's EIR (Resolution No. 02317). In 2012, the City of Oakland, in consultation with the Port, issued an Initial Study/Addendum to the Redevelopment EIR to evaluate proposed changes to the redevelopment plan. The resulting updated Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) was adopted by the Board of Port Commissioners on June 21, 2012 (Resolution No. 12-76). Electrical infrastructure improvements such as the construction of OAB SS-R-10 would implement the relevant prescribed measures, resulting in similar impacts related to new energy facilities and utilities improvements as those described in the Redevelopment EIR. No further CEQA review per Section 15162 of the CEQA Guidelines is required.

**BUDGET**

Administrative (No Impact to Operating, Non-Operating, or Capital Budgets); OR

Operating       Non-Operating       Capital

Analysis: The Project is included in the Utilities division 5-Year Capital Improvement Plan. Cost of the project will be partially funded with \$1.8 million of FY 2021 PIDP grant from MARAD.

**Table 2: Total Project Budget**

Description	Design Budget	Construction Budget	Total Project Budget
Port Labor	\$843,524	\$1,800,000	\$2,643,524
Design Consultant	\$1,528,971	\$369,056	\$1,898,027
Contractor	\$0	\$10,911,545	\$10,911,545
Construction Contingency	\$0	\$1,750,000	\$1,750,000
Third Party Inspector	\$0	\$1,200,000	\$1,200,000
Legal and Permitting Fees	\$0	\$600,000	\$600,000
Total	\$2,372,495	\$16,630,601	\$19,003,096

**STAFFING**

No Anticipated Staffing Impact.

Anticipated Change to Budgeted Headcount.

Reason:

Other Anticipated Staffing Impact (e.g., Temp Help).

Reason:

<p><b><u>MARITIME AND AVIATION PROJECT LABOR AGREEMENT (MAPLA):</u></b></p> <p><u>Applies?</u> Yes (CIP) – proposed action entails covered work on Port’s Capital Improvement Program in Aviation or Maritime areas above the threshold cost.</p> <p><u>Additional Notes:</u></p>	<p><b><u>LIVING WAGE</u></b> (City Charter § 728):</p> <p><u>Applies?</u></p> <p>Yes (Service Provider) – proposed action entails at least \$50,000 in payments to service provider (and/or its subcontractor) employing at least 21 employees who spend at least 25% of their time on Port-related work on premises owned or managed by the Port</p> <p><input checked="" type="checkbox"/> <u>Additional Notes:</u></p>								
<p><b><u>SUSTAINABLE OPPORTUNITIES:</u></b></p> <p><u>Applies?</u> <b>Yes.</b></p> <p><u>Reason:</u> Replacement of the existing switchgear SS-R-14 will assist in meeting the needs for electrification of equipment and the goal of zero emission Port operations.</p>	<p><b><u>GENERAL PLAN</u></b> (City Charter § 727):</p> <p><u>Conformity Determination:</u></p> <p>Maritime/Aviation – proposed action conforms to policies for transportation designation of the General Plan.</p>								
<p><b><u>STRATEGIC PLAN.</u></b> The proposed action would help the Port achieve the following goal(s) and objective(s) in the Port’s Strategic Business Plan:</p> <table border="0" style="width: 100%;"> <tr> <td><input checked="" type="checkbox"/> Grow Net Revenues</td> <td><input checked="" type="checkbox"/> Modernize and Maintain Infrastructure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Improve Customer Service</td> <td><input type="checkbox"/> Pursue Employee Excellence</td> </tr> <tr> <td><input checked="" type="checkbox"/> Strengthen Safety and Security</td> <td><input checked="" type="checkbox"/> Serve Our Community</td> </tr> <tr> <td><input checked="" type="checkbox"/> Care for Our Environment</td> <td></td> </tr> </table>		<input checked="" type="checkbox"/> Grow Net Revenues	<input checked="" type="checkbox"/> Modernize and Maintain Infrastructure	<input checked="" type="checkbox"/> Improve Customer Service	<input type="checkbox"/> Pursue Employee Excellence	<input checked="" type="checkbox"/> Strengthen Safety and Security	<input checked="" type="checkbox"/> Serve Our Community	<input checked="" type="checkbox"/> Care for Our Environment	
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# Exhibit A OAB SS-R-14 Location Map

