

## AGENDA REPORT

**Resolution:** Approve Project Budget of \$994,000; Delegate Authority to Approve Plans and Project Manual to the Director of Engineering; and Authorize the Executive Director to Enter into a Contract with O.C. Jones & Sons, Inc. in the amount of \$ 673,034.50 for the Roundhouse Pavement Reconstruction FY18 Project. **(Engineering)**

**MEETING DATE:** 4/12/2018

**AMOUNT:** \$673,034.50 Contract Authority  
\$994,000 Capital Expenditure

**PARTIES INVOLVED:** O.C. Jones & Sons, Inc.  
Oakland CA.  
Rob Layne

**SUBMITTED BY:** Chris Chan, Director of Engineering

**APPROVED BY:** J. Christopher Lytle, Executive Director

**ACTION TYPE:** Resolution

### **EXECUTIVE SUMMARY**

Staff is requesting a Resolution to approve a Project Budget of \$994,000; delegate authority to approve the Plans and Project Manual to the Director of Engineering; and authorize the Executive Director to enter into a contract with O.C. Jones & Sons, Inc. in the amount of \$ 673,034.50 for the Roundhouse Pavement Reconstruction FY18 Project.

### **BACKGROUND**

The Roundhouse ("Site") is a 44-acre property formerly owned by the Union Pacific Railroad ("UPRR") Company. It was purchased by the Port of Oakland ("Port") in 1996. Historically, the site was used as a railroad maintenance facility. It contained an underground turntable and other structures on its premises.

In 2005, the Site was improved for marine terminal operations. The underground turntable and other concrete structures were left in place. Over the years, these rigid areas within the layer of artificial fill (primarily consisting of sand, gravel, and/or asphalt) have caused differential settlement. Staff has determined that part of the underground turntable needs to be demolished for better utilization of the yard.

## **ANALYSIS**

The repair work is considered essential to maintain the Port's asset. The work generally consists of demolishing part of the underground turntable and removing the pavement and replacing the pavement in-kind.

The plans and project manual have been completed and the Project was advertised on February 20, 2018 on ebid board and the Port of Oakland's website. Bids for the Project were opened publicly on March 12, 2018. The Port received three (3) bids for the Project from the following bidders:

<b>Contractor (Bidder)</b>	<b>Location</b>	<b>Bid Amount</b>	<b>Certified LIA/LBA</b>
O.C. Jones & Sons, Inc.	Oakland CA.	\$ 673,034.50	LIA
Oliver de Silva, Inc. dba Gallagher & Burk, Inc.	Oakland, CA.	\$ 679,410.00	LIA
Pacific Coast General Engineering	Pittsburg, CA.	\$ 808,911.00	LBA

Staff determined that O.C. Jones & Sons, Inc. is the lowest bidder based on all bids received. Staff also determined that O.C. Jones & Sons, Inc. is responsive and responsible because they are appropriately licensed and are in good standing with the Contractors State License Board, their bid demonstrates that they can perform the work as specified in the contract documents, they have submitted all required documentation, and they have submitted an unconditional offer to provide the work as specified in the contract documents.

## **BUDGET & STAFFING**

This Agenda Report requests the Board to authorize the Roundhouse Pavement Reconstruction project budget of \$994,000. The project cost breakdown is provided below in Table 1. This project was included in FY2018-19 Capital Budget, funded with Port cash.

Table 1. Project Budget by Phase

<b>Description</b>	<b>Consultant Cost</b>	<b>Port Labor &amp; Misc Cost<sup>1</sup></b>	<b>Construction and Related Costs<sup>2</sup></b>	<b>Total</b>
Design Budget	\$ 45,000	\$ 40,000	\$0	\$ 85,000
Construction Budget	\$ 10,000	\$ 50,000	\$ 849,000	\$ 909,000
Total Project Budget	\$ 55,000	\$ 90,000	\$ 849,000	\$ 994,000

1. These costs include staff costs, outside legal costs, and other third-party utility costs.

2. The estimated construction cost includes bid award, change order authority, permitting, MAPLA, and OCIP costs.

Table 2. Total Project Budget

Description	Consultant Cost	Port Labor & Misc Cost <sup>1</sup>	Construction and Related Costs <sup>2</sup>	Total
Budget Request	\$ 55,000	\$ 90,000	\$ 849,000	\$ 994,000

1. These costs include staff costs, outside legal costs, and other third-party utility costs.

2. The estimated construction cost includes bid award, change order authority, permitting, MAPLA, and OCIP costs.

The proposed action does not have any staffing impact.

### **MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)**

The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) apply to this work.

### **STRATEGIC PLAN**

The action described herein would help the Port achieve the following goals and objectives in the Port's Strategic Business Plan 2018-2022. <https://www.portofoakland.com/wp-content/uploads/Port-of-Oakland-Strategic-Plan.pdf>

- Goal: Improve Customer Service
- Goal: Modernize and Maintain Infrastructure

### **LIVING WAGE**

Living wage requirements, in accordance with the Port's Rules and Regulations for the Implementation and Enforcement of the Port of Oakland Living Wage Requirements (the "Living Wage Regulations"), do not apply because the contract is a construction contract covered by state prevailing wage rules and the prevailing rate of wage is higher than the wage required by the Living Wage Regulations.

### **ENVIRONMENTAL**

CEQA Determination: This action was reviewed in accordance with the requirements of the California Environmental Quality Act (CEQA) and the Port CEQA Guidelines. The Port has determined that this project, the repair of differential settlement to maintain the existing Roundhouse facility in operational condition, is categorically exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15301, Existing Facilities. Section 15301 exempts from CEQA the repair, maintenance, and minor alteration of existing

structures and facilities, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

### **GENERAL PLAN**

This project involves maintenance of existing facilities being used in conformance with the Oakland General Plan, pursuant to Section 727 of the City of Oakland Charter, and will not change the use of any facility(ies).

### **OWNER-CONTROLLED INSURANCE PROGRAM (OCIP)**

As the construction project is a capital improvement project, the applicable Owner Controlled Insurance Program ("OCIP") coverages and provisions apply to the construction phase.

### **OPTIONS**

Staff has identified the following options for the Board's consideration:

1. Approve the actions as outlined in this agenda report. This is the recommended action.
2. Delay the pavement repairs at the Roundhouse site until next fiscal year; do not delegate the authority to approve the plans and project manual to the Director of Engineering; do not authorize the Executive Director to enter into a contract with O.C. Jones & Sons, Inc.; and authorize the Executive Director to reject all bids and return all bid securities. The delay of this work may result in additional damage to this Port asset.

### **RECOMMENDATION**

Staff recommends that the Board adopts a resolution to:

1. Approve a Project Budget of \$994,000; and
2. Delegate authority to approve the Plans and Project Manual to the Director of Engineering; and
3. Authorize the Executive Director to enter into a contract with O.C. Jones & Sons, Inc. in the amount of \$ 673,034.50 for the Roundhouse Pavement Reconstruction FY18 Project.