

AGENDA REPORT

Resolution: Approve a Budget for Design in an Amount Not-To-Exceed \$525,000 for the Sewer Lift Station Rehabilitation at Berths 57-59 (D01P, D02P, D03P) Project, Utilizing Design Engineering Consultant Mott MacDonald Group, Inc.
(Engineering/Maritime)

MEETING DATE: 9/26/2019

AMOUNT: \$525,000 Budget Authority
Capital Expenditure

PARTIES INVOLVED: Mott McDonald Group, Inc., Oakland, California
Chris Metzger, PE, Senior Vice President

SUBMITTED BY: Robert Andrews, Acting Director of Engineering
John C. Driscoll, Director of Maritime

APPROVED BY: Danny Wan, Acting Executive Director

ACTION TYPE: Resolution

EXECUTIVE SUMMARY

Staff is requesting approval of a capital budget of \$525,000 for the design phase for the Lift Station Rehabilitation at Berths 57-59 (D01P, D02P, D03P) Project. This work is necessary to comply with the Port's Private Sewer Lateral Ordinance 3374 approved by the Board on May 10, 2018. Rehabilitation of the Lift Stations will assure continued operations of the lift stations and minimize the risk of sewage overflow during wet weather events.

BACKGROUND

The Port's Private Sewer Lateral (PSL) Ordinance 4474, adopted by the Board of Port Commissioners (Board) on May 10, 2018 lays out a series of required steps to evaluate and rehabilitate the Port's sewer collection system.

The Port of Oakland ("Port") provides sanitary sewer collection services to all container yard facilities including Berths 57-59, which is currently operated by SSA Marine. Berths 57-59 covers over 150 acres of land. The Port owns the sewage collection system within the container yard, which then discharges to the City of Oakland ("City") collection system prior to discharging to the East Bay Municipal Utility District ("EBMUD") large-diameter interceptor system. Any improvements to this system are the responsibility of the Port.

A condition assessment of lift stations throughout the Seaport has identified 3 Sewer Lift Stations at Berths 57-59 that need rehabilitation work, namely Lift Stations D01P, D02P, D03P.

ANALYSIS

Following the assessment of the three lift stations, Port staff solicited a proposal from Mott MacDonald, one of the Port's On-Call Design Engineering Consultants, to prepare the Plans and Project Manual for the rehabilitation of the lift stations. Mott MacDonald has completed similar work and is committed to meeting the Port's schedule for this project.

The design phase is estimated to cost \$525,000 (See Budget & Staffing Section). Upon completion of the design work and receipt of construction bids, Staff intends to seek subsequent Board approval for the construction budget, award, and related items. The design effort (producing Plans and Project Manual) is estimated to take approximately 8 to 10 months (from issuance of a notice to proceed for design).

BUDGET & STAFFING

The Sewer Lift Station Rehabilitation at Berths 57-59 (D01P, D02P, D03P) Project is included in the Port's FY 2020 Capital Pipeline projects and therefore included in the Port's financial planning and cash flow. Staff is seeking Board approval of a capital budget of \$525,000 for the design phase (See Table 1). The aggregate of all sanitary sewer projects exceeds the FY 2020 Pipeline amount by \$125k. The additional cost can be absorbed within the current CIP budget without an increase to the budget.

The budget requested is as follows:

Table 1. Budget Requested

	Design Phase	Construction Phase
Consultant ¹	\$300,000 ³	TBD, but preliminary estimated to be \$1.2 million. Upon completion of the design work and receipt of construction bids, Staff intends to seek subsequent Board approval for construction, materials testing, Special Testing, construction management, OCIP, and other related construction phase costs.
Port Labor	\$175,000 ³	
Other Related Costs ²	\$50,000 ³	
Total	\$525,000	

¹ Consultant Costs include Design Services through Construction, surveying, and field investigations.

² Other Costs include permitting and agency coordination.

³ Staff may exceed the individual category cost of Port Labor, Consultants and Other Related Costs if i) the effort is needed and ii) the sum of these three category costs does not exceed the sum of these three category costs as shown in the Table.

There is no anticipated impact to staffing.

MARITIME AVIATION PROJECT LABOR AGREEMENT ("MAPLA")

The requested action is related to engineering design professional services. The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) apply to this

professional services contract only to the extent it involves work within the craft jurisdiction of the unions signatory to the MAPLA, such as any field surveying, on-site soils and materials testing and inspection, and geotechnical and exploratory drilling 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"), will apply to the design effort if the service provider employs 21 or more employees working on Port-related work. In addition, the prevailing wage requirement will apply for related future construction work.

SUSTAINABILITY

Port staff reviewed the Port's 2000 Sustainability Policy and did not complete the Sustainability Opportunities Assessment Form. Port staff concluded that there are no sustainability opportunities associated with this specific project.

ENVIRONMENTAL

California CEQA Determination: The Port has determined that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15301, Existing Facilities. CEQA does not apply to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment or topographic features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

GENERAL PLAN

This project is for professional services and will not directly include any alteration of property. Development projects that result from these professional services will be subject to separate findings of conformity with the City of Oakland General Plan in accordance with Section 727 of the Charter.

OWNER-CONTROLLED INSURANCE PROGRAM (OCIP)

Professional service agreements are not subject to the Port's Owner Controlled Insurance Program (OCIP) as professional services are not construction activities.

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. Do not approve the actions outlined in this agenda report. Direct Staff to formally advertise the project and do not use the On-Call Engineering Design Services contract with Mott MacDonald to deliver the Plans and Project Manual. This will increase the design budget by approximately \$50,000 and delay the project approximately 4 to 6 months.

RECOMMENDATION

Staff recommends that the Board adopt a resolution to:

Approve a budget for design in an amount not-to-exceed \$525,000 for the Sewer Lift Station Rehabilitation at Berths 57-59 (D01P, D02P, D03P) Project.