

## AGENDA REPORT

**Resolution:** Authorize the Executive Director to Enter into a Contract with Haley and Aldrich, Inc. in an Amount Not-To-Exceed \$1,137,500 For Professional Services Support for Berth Maintenance Dredging for Three Years **(Engineering/Maritime)**

**MEETING DATE:** 12/17/2020

**AMOUNT:** \$1,137,500 Contracting Authority  
Operating Expense

**PARTIES INVOLVED:** Haley and Aldrich, Inc.  
Lizetta Fennessy, Senior Vice President  
1956 Webster Street, Suite 300  
Oakland, California

**SUBMITTED BY:** Kristi McKenney, Chief Operating Officer  
Bryan Brandes, Director of Maritime

**APPROVED BY:** Danny Wan, Executive Director

**ACTION TYPE:** Resolution

### **EXECUTIVE SUMMARY**

Staff is requesting authorization for the Executive Director to enter into a contract with Haley and Aldrich, Inc. in an amount not to exceed \$1,137,500. The scope of this Contract includes providing environmental compliance and hydrographic surveying services in support of the Port's annual berth maintenance dredging program. The duration of the Contract will be three years.

### **BACKGROUND**

The Oakland Seaport deep draft federal navigational waterways and most of the Port of Oakland (Port) berths are maintained to a depth of 50 feet at mean lower low water. The United States Army Corps of Engineers (USACE) is responsible for improvements to, and the maintenance dredging of, the Oakland Seaport federal channels and turning basins. The Port is responsible for the maintenance dredging at each Port berth.

Each year the Port dredges between twelve and twenty-two berths; with the berths selected for dredging based on lease commitments and the amount of siltation in the berths. The Port must obtain authorization to dredge from the State and federal regulatory agencies who comprise the Dredge Material and Management Office (DMMO) for the San Francisco Bay Area. This annual process typically consists of the Port performing studies

and working with the DMMO from January through July to obtain approvals to dredge followed by the actual dredging taking place during the environmentally allowed dredging window of August through November.

To obtain DMMO authorization, the Port is required to sample, test, and report on the suitability of the sediment for disposal or reuse at one or more of the available sites in and around San Francisco Bay. Hydrographic surveying is also a component of the DMMO authorization process, in addition to determining the payment quantities for the dredging contractor and providing topographic survey data of our berths to our tenants and San Francisco Bar Pilots for navigation purposes. The Port's current consultant contract to provide these specialized services expires December 31, 2020.

## **ANALYSIS**

In August 2020, Staff issued a Request for Proposals (RFP) to solicit a consultant to provide professional services support for the Port's berth maintenance dredging program. The scope of work includes hydrographic surveying, sediment sampling and testing, report preparation, and attending and participating in DMMO meetings with Port Staff. The proposed contract will have a duration of three years.

The Port received proposals from three consultants. Staff reviewed the proposals and interviewed each of the consultants. Each proposer was evaluated based on overall experience, personnel and team organization, referenced projects, project approach, cost, and the Port's Non-Discrimination and Small/Location Business Utilization Policy (NDSLBP). Taking both the proposals and interviews into consideration, Staff scored the consultants as follows:

Table 1. Dredging Professional Services Support RFP - Proposer Scoring Summary

<b>Proposer</b>	<b>Location</b>	<b>Certified LIA/LBA/SBE/VSBE</b>	<b>Rank</b>
Haley and Aldrich, Inc.	Oakland, CA	LIA	1
Applied Water Resources	Alameda, CA	LIA/VSBE	2
TRC Engineers, Inc.	Oakland, CA	LIA	3

Haley and Aldrich, Inc. is the highest-rated proposer. They demonstrated significant experience in similar technical work as well as with the relevant approving agencies. Haley and Aldrich also proposed the lowest price by approximately 10%. Therefore, Staff recommends the Executive Director be given authorization to award a contract for Consultant Support for Berth Maintenance Dredging to Haley and Aldrich, Inc. in the amount not-to-exceed \$1,137,500.

## **BUDGET & STAFFING**

Expenditures for professional services related to maintenance dredging are included in Engineering's annual budget submissions.

There is no impact to the budget or Staffing.

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

The requested action is related to engineering design professional services. The matters included in this Agenda Report do not fall within the scope of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) and the provisions of the MAPLA do not apply.

## **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: Modernize and Maintain Infrastructure*
- *Goal: Improve Customer Service*
- *Goal: Strengthen Safety and Security*

## **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 to this agreement as the service provider does not employ more than 21 employees working on Port-related work.

## **SUSTAINABILITY**

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 the Professional Services Support for Berth Maintenance Dredging.

## **ENVIRONMENTAL**

California CEQA Determination: Staff has determined that the proposed project is categorically exempt from the California Environmental Quality Act ("CEQA") Guidelines pursuant to Section 15306, Information Collection, which exempts basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource.

## **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**

The following are options for the Board's consideration:

- 1) Approve the actions as outlined in this agenda report. This is the recommended option.
- 2) Do not approve the actions outlined in this agenda report. Direct staff to enter into contract with a different proposer or reject all proposals and direct Staff to change the scope of the Contract and re-issue a new RFP for the Contract. This action will delay the DMMO approval process and potentially cause the Port to not complete the dredging within the regulatory deadline of November 30, 2021.

## **RECOMMENDATION**

Staff recommends that the Board adopt a resolution for the following:

- 1) Authorize the Executive Director to enter into a Contract with Haley and Aldrich, Inc. in an amount not-to-exceed \$1,137,500 for Professional Services Support for Berth Maintenance Dredging for a three-year term.