



Agenda Item No. (4)(b)

To: Finance-Auditing Committee/Committee of the Whole
Meeting of March 21, 2024

From: Joseph M. Wire, Auditor-Controller
John R. Eberle, Deputy District Engineer
Ewa Z. Bauer-Furbush, District Engineer
Denis J. Mulligan, General Manager

Subject: **AUTHORIZE BUDGET ADJUSTMENT(S) AND/OR TRANSFER(S)**
(b) APPROVE ACTIONS IN THE FY 23/24 FERRY DIVISION
CAPITAL BUDGET RELATIVE TO THE SFFT INNER BERTH
HYDRAULICS AND SFFT OUTER BERTH REHABILITATION
PROJECTS

Recommendation

The Finance-Auditing Committee recommends that the Board of Directors approve combining Ferry Division Capital Project #2443, *SFFT Inner Berth Hydraulics*, with the total project budget of \$5,274,000, and Ferry Division Capital Project #2444, *SFFT Outer Berth Rehabilitation*, with the total project budget of \$994,000, into one Capital Project #2443 with a title *SFFT West and East Berth Rehabilitation* and with the total project budget of \$6,268,000.

This matter will be presented to the Board of Directors at its March 22, 2024, meeting for appropriate action.

Summary

The Golden Gate Bridge, Highway and Transportation District (District) operates the Golden Gate Ferry on four (4) ferry routes connecting Marin County and the City and County of San Francisco: the San Francisco/Larkspur route, the San Francisco/Sausalito route, the San Francisco/Angel Island route, and the San Francisco/Tiburon route.

The Golden Gate San Francisco Ferry Terminal (SFFT) is located behind the San Francisco Ferry Building and consists of the ticket building, passenger restrooms buildings, utility buildings, passenger waiting plaza, passenger boarding platforms, and vessel berths.

In June and July 2021, during a facility inspection at the SFFT, cracks were discovered in the east and west berths structural steel framing elements. The both berths were red-tagged, and the terminal was shut down.

On July 14, 2021, in accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager authorized an emergency procurement of Contract No. 2021-F-049 with Moffatt & Nichol to perform a thorough damage assessment and structural analysis of the west and east berths to determine the cause of the cracks and the structural condition of the berths. In August 2021, Moffatt & Nichol submitted a draft damage assessment report that identified several deficiencies of the berth structures and berth hydraulic lift systems.

Engineering staff and Moffatt & Nichol determined that repairs of the west berth structural deficiencies were relatively straightforward. To open the terminal as quickly as possible, on November 19, 2021, engineering staff executed the first amendment to Contract No. 2021-F-049 with Moffatt & Nichol to provide engineering design services and to prepare construction drawings and technical specifications associated with structural repairs to the west berth. The District received the design documents on March 10, 2022, applied for a permit with the Port of San Francisco on March 11, 2022, and received the Port of San Francisco permit for construction on April 18, 2022. In accordance with Public Contract Code Section 22050 and the District's Procurement Policy, the General Manager, on April 22, 2022, authorized an emergency procurement, Contract No. 2022-F-035, with Power Engineering Construction ("Power"), located in Alameda, CA, to perform the structural repairs to the west berth. Power completed the repairs on February 16, 2023, and on April 7, 2023, the Port of San Francisco signed the permit final inspection after which the west berth was re-opened to passenger service.

Engineering staff determined that since the west berth was back in operation, the construction of the west berth hydraulic system rehabilitation could be procured through the District's standard competitive bid process. Engineering staff requested Moffatt & Nichol to develop a scope of work and cost proposal for designing and preparing plans and specifications for rehabilitating the west hydraulic system. Project #2444, *SFFT Inner Berth Rehabilitation* with a budget of \$994,000, was established in the FY 23/24 Ferry Division Capital Budget for the construction of the west berth hydraulic repairs.

Similarly, engineering staff requested Moffatt & Nichol to develop a scope of work and cost proposal for designing and preparing plans and specifications for repairing the east berth structure and hydraulic system. Project #2443, *SFFT Outer Berth Rehabilitation* with a budget of \$5,274,000, was established in the FY 23/24 Ferry Division Capital Budget, for the construction of the east berth repairs.

Moffatt & Nichol has completed the 100% design package for both the west berth hydraulic system repairs and the east berth structural and hydraulic system repairs. Engineering staff met with Ferry staff to discuss staging of the two projects and determined that combining the two projects into one construction project would create administrative and construction efficiencies compared to managing two separate projects located within the same limited geographic location. Combining the two projects would allow for submitting and securing one permit from the Port of San Francisco instead of two permits, would eliminate the need for two separate construction laydown areas at the site, would allow for more control over the staging of the work between the two berths and would allow for efficiencies in rehabilitating the hydraulic systems at both berths rather than two separate contractors performing the rehabilitation.

Staff recommends that the Finance and Auditing Committee recommend that the Board of Directors approve combining Ferry Division Capital Projects #2443 and #2444 into one Ferry

Division Capital Project #2443 with the title *SFFT West and East Berth Rehabilitation* and with the total project budget of \$6,268,000 as presented in Table 1 below.

Fiscal Impact

The revised project budget for Project #2443 titled *SFFT West and East Berth Rehabilitation* is \$6,268,000. This reflects the consolidation of two projects in the existing FY 23/24 Ferry Division Capital Budget with no new additional budget authorized. The project is presently funded with 80% District funds and 20% state (California State of Good Repair) funding.

TABLE 1: PROPOSED PROJECT BUDGET #2443: *SFFT WEST AND EAST BERTH REHABILITATION*

DESCRIPTION	CURRENT PROJECT BUDGET
Staff Labor & Fringe Benefits	250,000
Indirect Costs	132,000
General Project Expenditures	34,000
Prime Contract	5,000,000
Prime Contract Contingency	500,000
Construction Engineering	170,000
Construction Engineering Contingency	17,000
Permits, printing, etc.	115,000
Materials Testing	50,000
TOTAL	\$6,268,000

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