



## MEMORANDUM

May 9, 2025

**TO:** MEMBERS, PORT COMMISSION  
Hon. Gail Gilman, Vice President  
Hon. Willie Adams  
Hon. Stephen Engblom  
Hon. Steven Lee

**FROM:** Elaine Forbes  
Executive Director

**SUBJECT:** Request authorization to award Construction Contract No. 2871, Pier 80 Mooring and Berthing Improvements to Manson Construction, Co. in the amount of \$5,518,500, and authorization for a contract contingency fund of 10% of the contract amount (or \$551,850), for a total authorization not to exceed \$6,070,350.

**DIRECTOR'S RECOMMENDATION:** Approve the Attached Resolution No. 25-25

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### EXECUTIVE SUMMARY

Port staff requests that the Port Commission authorize the award of Construction Contract No. 2871, Pier 80 Mooring and Berthing Improvements (the "Project") to Manson Construction, Co. ("Manson") in the amount of \$5,518,500, and authorization for a contract contingency fund of 10% of the contract amount (or \$551,850), for a total authorization not to exceed \$6,070,350.

Pier 80 is in the southern waterfront at the end of Cesar Chavez Street (see Attachment "A" for the Area of Work Location Map).

The Project goal is to improve the mooring and fendering system at Pier 80 to allow increased flexibility in vessel berthing to include cargo movements and larger ocean-going cruise ship berthing in the southern waterfront.

The Project is funded by a Port and Freight Infrastructure Program (PFIP) grant from the California State Transportation Agency (CalSTA) and matching funds from the Port Harbor Fund.

## **STRATEGIC OBJECTIVES**

The proposed Pier 80 Mooring and Berthing Improvements support the Port's 2021-2025 Strategic Plan through the following goals:

### Productivity:

Attract and retain tenants to build an economically successful and vibrant waterfront.

The Project will grow its Maritime portfolio by attracting a larger variety of vessels and allow for berthing of larger cargo and cruise ship operations.

### Sustainability:

Advance environmental stewardship to limit climate change and protect the bay.

The Project will improve bay health by removing creosote-treated wood fender piles and tires used as fenders resulting in reducing contaminants from the bay.

### Evolution:

Evolve the waterfront to respond to changing public and Port needs.

Improving the mooring and fendering system at Pier 80 will allow increased flexibility in vessel berthing. This will allow the Port to utilize this space for mixed uses that include cargo movements and cruise ship berthing.

## **BACKGROUND**

The current fendering infrastructure serving Pier 80 requires improvements to maintain cargo vessel operations and to increase the flexibility to serve multiple types of vessels and industries.

The type of fendering and locations were designed to maximize the type of vessels able to berth to accommodate the current Roll-on-Roll-off ship types and future larger cargo vessels. The Project will also support cruise ship berthing.

## **PROJECT SCOPE**

The Project will replace the existing makeshift fender system with a new fendering system. Additional mooring bollards will also be installed at select locations to supplement existing mooring points.

The scope of work includes:

- Removal of the deteriorated fendering system from the pier deck;
- Removal of dilapidated timber fender piles;
- Installation of a new fendering system and associated hardware;
- Installation of additional mooring bollards and associated hardware; and
- Repair of existing mooring bollards.

## PROJECT ADVERTISEMENT

On September 17, 2024, the Port Commission authorized staff to advertise for bids for the Project (Resolution No. 24-38).

Port staff published the advertisement for the Project on March 26, 2025. The Project was advertised with a base bid and four alternative additive bids. The published Engineer's Estimate for the contract's base bid items was \$2,900,000.

Four bids were received on the bid opening date of April 14, 2025. The Port did not receive any protests during the five working day bid protest period that ended on April 21, 2025.

## EVALUATION OF BIDS

Port staff determined that the lowest responsive and responsible bidder, Manson, met the Project's minimum experience qualifications to demonstrate that they have previously performed similar work which includes in-water demolition, fender installation, and bollard installation.

The final bid rankings are shown in Table 1 and in Attachment B – Bid Tabulation.

**Table 1: Project Bid Ranking**

<b>Bidder</b>	<b>Base Bid</b>	<b>Bid Rank</b>
Manson Construction, Co.	\$5,518,500	1
Vortex Marine Construction	\$5,564,000	2
Power Engineering Construction, Co.	\$5,658,409	3
The Dutra Group	\$6,326,500	4

Manson was founded in 1905 as a small pile-driving business supporting the early development of Seattle's waterfront. They have since expanded and own five marine yards along the west and gulf coasts. Manson has experience working on public work contracts with a similar scope to the Project. Similar projects include the refurbishment of Alameda's Main St. Ferry Terminal and fender repair on the Black Point Railroad Bridge located in Petaluma, CA.

## LOCAL BUSINESS ENTERPRISE

The City Contract Monitoring Division's Contract Compliance Officer reviewed the bids and concluded that the lowest bidder's submittals complied with the LBE subcontracting requirements and met the minimum LBE goal of 10%.

## OUTREACH EFFORTS

The advertisement was posted to the Port website and San Francisco City Partners which is widely accessed by contractors and vendors. There were 20 project plan holders registered on the Port's website.

## PERMITTING AND APPROVALS SUMMARY

All work under the contract is covered under the regulatory approvals and permits shown in Table 2.

**Table 2: Regulatory Permits**

<b>Agency</b>	<b>Permit or Approval Required and Status</b>
San Francisco Planning Department (CEQA)	CEQA Categorical Exemption Determination filed by the San Francisco Planning Department on June 4, 2021 (2021-003773ENV) for Portwide Repair and Maintenance Program
US Department of Transportation Maritime Administration (NEPA)	National Environmental Policy Act Maritime Administrative Order 600-1 Categorical Exclusion (MAO 600-1), issued September 6, 2023
San Francisco Bay Regional Water Quality Control Board (RWQCB)	RWQCB Order R2-2016-0039, Waste Discharge Requirements, and Water Quality Certification issued September 16, 2016, for the Port of San Francisco General Maintenance Program, as extended through December 31, 2028
Bay Conservation and Development Commission (BCDC)	BCDC Permit No. M1977.017.21 (Amendment 21) for Extension of the Port of San Francisco General Maintenance Permit No. M1977.017.19, and Repairs, issued March 3, 2025
US Army Corps of Engineers	USACE Regional General Permit (RGP22), Permit No. 2015-00016S, dated December 15, 2016, and USACE Nationwide Permit 3 (NWP-3 Maintenance)
Port of San Francisco Building Permit	Permit to be secured prior to issuance of the Notice to Proceed

## SCHEDULE

The Project scope requires that work related to the removal of timber fender piles from the San Francisco Bay be performed within the regulated in-water work window from June through November. The contract duration is 365 consecutive calendar days from the Notice to Proceed date. Below is a summary of the construction and contracting milestones:

- |                                     |                    |
|-------------------------------------|--------------------|
| • Commission Authorization to Award | September 17, 2024 |
| • Notice to Proceed                 | August 2025        |
| • Substantial Completion            | August 2026        |
| • CalSTA Grant Deadline             | June 30, 2028      |

## FUNDING

The low bid of \$5,518,500, which includes the base bid and the four alternative additive bids, plus the authorized 10% contingency of \$551,850, for a total of \$6,070,350 is within the Project budget.

The Project will be funded by the following sources. See Table 3 and Table 4 for contract costs and funding sources respectively.

**Table 3: Contract Costs**

Source	Amount
Total Base Bid and Alternate Bids	\$5,518,500
10% Contingency	\$551,850
Project Total	\$6,070,350

**Table 4: Funding Sources**

Source	Amount
CalSTA Port and Freight Infrastructure Program (PFIP) Grant	\$4,856,280
Port Harbor Fund (Local Match)	\$1,214,070
Project Total	\$6,070,350

The CalSTA grant will fund 80% of the construction phase including the contingency amount of the Project and requires a local fund match of 20%.

## RECOMMENDATION

Port staff recommend the Port Commission approve the attached resolution authorizing staff to award Construction Contract No. 2871, Pier 80 Mooring and Berthing Improvements to Manson Construction, Co. in the amount of \$5,518,500 and authorizing a contract contingency fund of 10% of the contract amount (or \$551,850) for unanticipated conditions, for a total authorization not to exceed \$6,070,350. Port staff also recommends that the Port Commission authorize the Executive Director to accept the work once it is complete.

Prepared by: Noel Aquino  
Project Manager

For: Wendy Proctor  
Interim Deputy Director, Engineering

### Attachments:

- A - Area of Work Location Map
- B - Bid Tabulation
- C - CMD Memo

**PORT COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 25-25**

WHEREAS, Port staff seeks Port Commission authorization to award construction Contract No. 2871, Pier 80 Mooring and Berthing Improvements (the “Contract”); and

WHEREAS, The scope of work for Contract No. 2871 includes removal of the existing timber piles and fendering system, installation of additional mooring bollards and fendering system, and repair of existing bollards (collectively, the “Project”); and

WHEREAS, On September 17, 2024, the Port Commission, authorized Port staff to advertise for and accept competitive bids for construction Contract No. 2871 (Resolution No. 24-38); and

WHEREAS, Port staff advertised the proposed Project with a base bid and four additive bid items; and

WHEREAS, Port staff advertised for the invitation for bids for the Contract on March 26, 2025, held an optional pre-bid meeting on April 2, 2025, and received four bids on April 14, 2025; and

WHEREAS, Port staff reviewed the bids and determined that Manson Construction, Co. is the lowest responsive and responsible bidder for the Contract; and

WHEREAS, Manson Construction, Co.’s total price for the Project base bid and all additive bid items is \$5,518,500 plus a 10% contract contingency fund of \$551,850, for a total of \$6,070,350; and

WHEREAS, The Project is fully funded by a Port and Freight Infrastructure Program (PFIP) grant from the California State Transportation Agency (CalSTA) and matching funds from Port Harbor Funds; and

WHEREAS, The Contract Monitoring Division’s Contract Compliance Officer reviewed and determined Manson Construction, Co.’s bid satisfied the LBE participation goal of 10%; and

WHEREAS, Project work falls under the Port’s Bay Conservation and Development Commission Permit No. M1977.017.21 (Amendment 21) for Extension of the Port of San Francisco General Maintenance Permit No. M1977.017.19, issued March 3, 2025, the San Francisco Bay Regional Water Quality Control Board Order R2-2016-0039, Waste Discharge Requirements, and Water Quality Certification issued September 16, 2016 for the Port of San Francisco General Maintenance Program, as extended through December

31, 2028; and the US Army Corps of Engineers Regional General Permit (RGP22), Permit No. 2015-00016S, dated December 15, 2016 and USACE Nationwide Permit 3 (NWP-3 Maintenance); and

WHEREAS, A Port Building Permit will be obtained prior to issuance of a Notice to Proceed; now, therefore be it

RESOLVED, That the Port Commission hereby authorizes the award of Construction Contract No. 2871, Pier 80 Mooring and Berthing Improvements, to Manson Construction, Co., the lowest responsive and responsible bidder, for the not-to-exceed amount of \$5,518,500; and be it further

RESOLVED, That the Port Commission authorizes Port staff to increase the Contract amount, as necessary for unanticipated conditions, by an additional \$551,850 (10% contingency) through contract modification or change orders; and be it further

RESOLVED, That the Port Commission hereby authorizes the Executive Director to accept the work once it is complete; and be it further

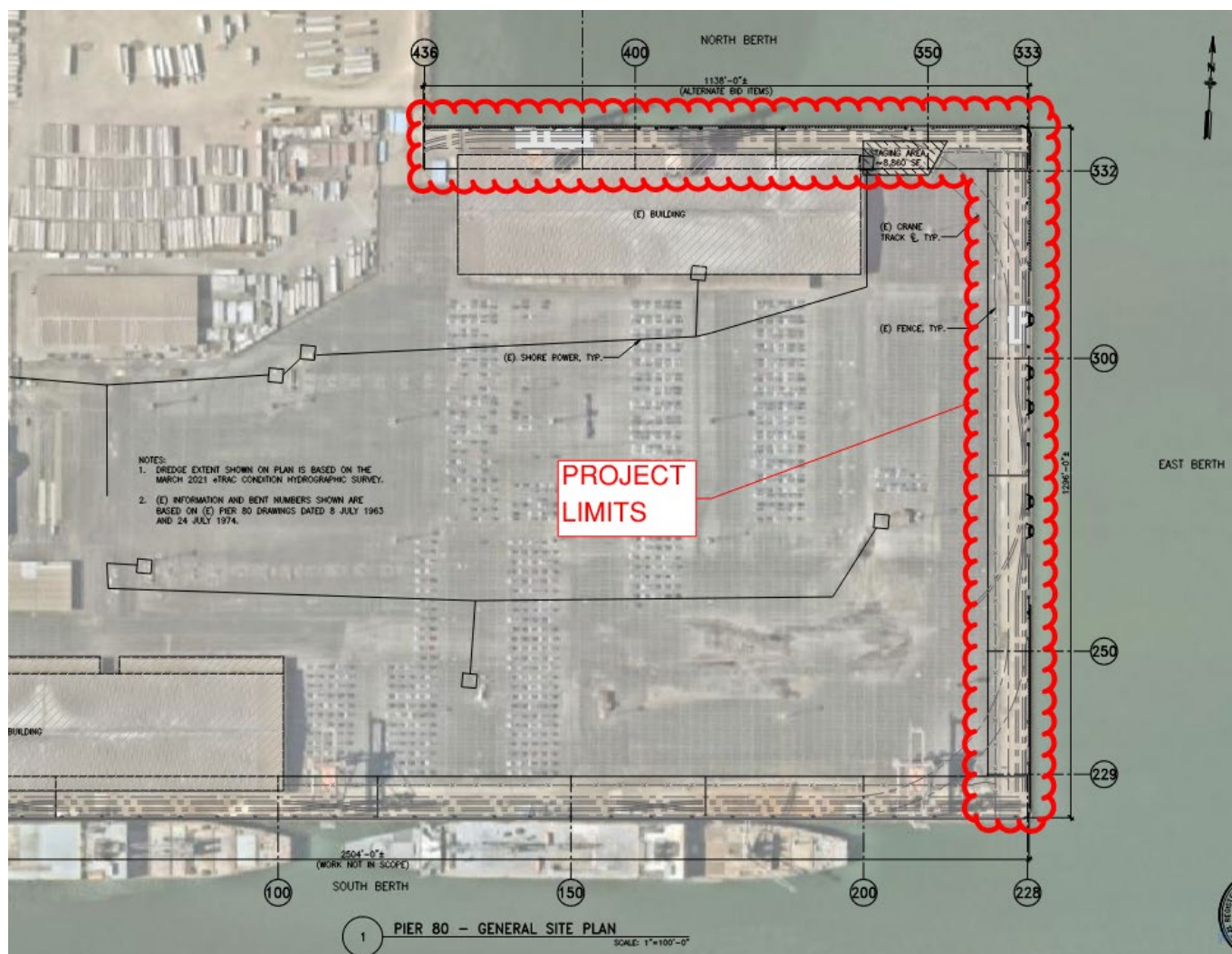
RESOLVED, That the Port Commission authorizes Port staff to take further action in connection with the award of Construction Contract No. 2871 as necessary to achieve the purposes described in this Resolution.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of May 13, 2025.***

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Secretary

# **ATTACHMENT A** **AREA OF WORK LOCATION MAP**





## ATTACHMENT B BID TABULATION



### B I D T A B U L A T I O N

BID OPENING DATE		04/14/2025 @ 1:00 PM; VIA TEAMS CONFERENCE CALL			
CONTRACT NUMBER		2871			
PROJECT NAME		PIER 80 MOORING AND BERTHING IMPROVEMENTS			
ALTERNATE PRIORITIES:		A1, A2, A3, A4			
LBE GOAL:	10%	CONSECUTIVE CALENDAR DAYS:	365	ANNOUNCED CONSTRUCTION ESTIMATE BUDGET:	\$6,400,000.00
NUMBER OF BIDDERS:	4	ENGINEER'S ESTIMATE:	\$2,900,000.00	APPARENT LOW TOTAL BID PRICE:	\$5,518,500.00

BIDDER ID #	01	02	03	04
BID ITEM #	POWER ENGINEERING CONSTRUCTION COMPANY 1501 VIKING STREET, SUITE 200 ALAMEDA, CA 94501 HILARY TIGUE, VICE PRESIDENT/CFO 510-337-3800 <a href="mailto:TIGUE@POWERENGCONSTRUCTION.COM">TIGUE@POWERENGCONSTRUCTION.COM</a>	MANSON CONSTRUCTION CO. 5209 E. MARGINAL WAY S. SEATTLE, WA 98134 RYAN M. KING, SENIOR VICE PRESIDENT 510-232-6319 <a href="mailto:PROPOSALS@MANSONCONSTRUCTION.COM">PROPOSALS@MANSONCONSTRUCTION.COM</a>	THE DUTRA GROUP 2350 KERNER BOULEVARD, SUITE 200 SAN RAFAEL, CA 94901 HARRY K. STEWART, PRESIDENT AND CEO 415-258-6876 <a href="mailto:HSTEWART@DUTRAGROUP.COM">HSTEWART@DUTRAGROUP.COM</a>	VORTEX MARINE CONSTRUCTION, INC. 1 MARITIME WAY ANTIOCH, CA 94509 BLAISE FETTIG, PRESIDENT 510-261-2400 <a href="mailto:BFETTIG@VORTEX-SFB.COM">BFETTIG@VORTEX-SFB.COM</a>
1	\$590,873.00	\$737,000.00	\$770,000.00	\$546,000.00
2	\$114,095.00	\$15,000.00	\$20,500.00	\$15,000.00
3	\$1,624,741.00	\$1,972,000.00	\$1,938,000.00	\$1,887,000.00
4	\$466,144.00	\$296,000.00	\$520,000.00	\$360,000.00
5	\$162,928.00	\$190,000.00	\$72,000.00	\$290,000.00
6	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00
7	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00
BASE BID TOTAL	\$3,078,781.00	\$3,330,000.00	\$3,440,500.00	\$3,218,000.00
A1	\$699,234.00	\$580,000.00	\$763,000.00	\$503,000.00
A2	\$19,026.00	\$12,500.00	\$86,000.00	\$10,000.00
A3	\$1,336,272.00	\$1,308,000.00	\$1,452,000.00	\$1,464,000.00
A4	\$525,096.00	\$288,000.00	\$585,000.00	\$369,000.00
BID TOTAL	\$5,658,409.00	\$5,518,500.00	\$6,326,500.00	\$5,564,000.00
APPARENT BID RANK	3	1	4	2

## **ATTACHMENT C**

City & County of San Francisco  
Daniel Lurie, Mayor



Office of the City Administrator  
Carmen Chu, City Administrator

Contract Monitoring Division  
Stephanie Tang, Director

### **MEMORANDUM**

Date: April 28, 2025

To: Noel Aquino, Project Manager, Port of San Francisco  
Tim Leung, Construction Contracts & Procurement Manager, Port of San Francisco

From: Melinda Kanios, Contract Monitoring Division

Subject: CMD Review of Bids Submitted on April 14, 2025 for Pier 80 Mooring & Berthing Improvements (2871)

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**Manson Construction Co. is the apparent low bidder after the bid discount.**

The bid discount was applied to bidders who are certified by the Contract Monitoring Division, ("CMD") as an LBE in the type of work that is specified for the bidder by the Contract Awarding Authority. None of the bidders are entitled to the LBE bid discount. Port will award to the responsible bidder who submits the lowest responsive bid based on the lowest overall cost for the total bid price with the additive alternates.

Bidder	LBE Status	Base Bid	LBE Bid Discount	Total Bid Price with Alternates
Manson Construction Co.	Non-LBE	\$3,330,000.00	N/A	\$5,518,500.00
Power Engineering Construction Company	Non-LBE	\$3,078,781.00	N/A	\$5,658,409.00
The Dutra Group	Non-LBE	\$3,440,500.00	N/A	\$6,326,500.00
Vortex Marine Construction	Non-LBE	\$3,218,000.00	N/A	\$5,564,000.00

**Manson Construction Co. ("Manson") satisfactorily demonstrated how they will meet the LBE subcontractor participation requirement.**

A combination of Micro-LBE and Small-LBE participation will count toward LBE subcontractor participation compliance. Manson's commitment for this contract:

	Requirement %	Commitment %
Micro/Small LBE	10.00%	11.04%

**In their bid, Manson listed the following subcontractors on this contract.**

Supplier Name	Scope of Work	LBE	LBE Size	LBE Percent	Percent Of Work	Amount
Siteco Services	*Bid Items: 1,2,3,4 (partial)	LBE	MICR	100%	9.0%	\$300,000
Transpacific Steel	*Bid Item: 4 (partial)	LBE	SML	100%	2.04%	\$68,000
Silverado Contractors	*Bid Item: 1,2,3,4 (partial)				18.01%	\$600,000

**\*Base Bid Items:**

No. 1: Demolition including transport and disposal of existing piles, timber fendering system, bull rail, and utilities at east berth

No. 2: Demo and salvage temporary foam fender system at east berth

No. 3: Procurement and install of new fenders, reaction walls and associated hardware at east berth

No. 4: Procurement and installation (N)225MT mooring bollards at east berth.

In their bid, Manson listed the following subcontractors for alternate work on this contract.

Supplier Name	Scope of Work	LBE	LBE Size	LBE Percent	Percent of Work	Amount
Siteco Services	*Bid Item: A1, A3 (partial), A4(partial)	LBE	MICR	100%	9.8%	\$215,000
Transpacific Steel	*Bid Item: A3(Partial)	LBE	SML	100%	2.5%	\$55,000
Silverado Contractors	*Bid Item: A1, A3(Partial), A4(Partial)				25.9%	\$567,000

**\*Alternate Bid Items:**

A1: Demolition including transport and disposal of existing timber, fendering system, bull rail, and utilities at north berth

A2: Relocation of (E) water meter

A3: Procurement and install of new fenders, reaction walls, and associated hardware at north berth

A4: Procurement and installation (N) 225MT mooring bollards at north berth

Manson satisfied the "Good Faith Efforts" requirement.

Manson utilized Approach B by subcontracting with Micro-LBE firm Siteco Services.

CMD finds Manson Construction Co. is responsive to pre-award requirements of Chapter 14B. Once awarded, the contract will be monitored for compliance with the LBE subcontractor participation commitment, as well as other 14B requirements.

Primary CMD contact for the contract: Melinda Kanios, Melinda.Kanios@sfgov.org

CMD must be contacted immediately for:

- Subcontractor addition/substitution;
- Contract modification that cumulatively increases the original contract value by 20%;
- Prompt payment issues;
- Any other issues pertaining to LBE subcontractor participation

Noncompliance may result in penalties, including monetary fines. Please communicate with CMD early.

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The Port of San Francisco has specifically requested that CMD include in the Award Memo the specific ethnicity of each LBE bidder and the subcontractors of the apparent low-bid, where available. CMD does not require businesses to self-identify the ethnicity of the business owner, but any business may choose to do so. CMD reiterates to the Port and any other agency that ethnicity information in no way factor into the evaluation or award of this or any other contract. CMD recommends against the publication or announcement of the ethnicity information provided below, including but not limited to Commission meetings.

- Manson Construction Company: N/A
- Power Engineering Construction: N/A
- Silverado: N/A
- Siteco Services: OBE
- The Dutra Group: N/A
- Transpacific Steel: OBE
- Vortex Marine Construction: N/A

MK