



AGENDA REPORT

Economic Development
Port Division

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| DATE: | February 25, 2025 |
| TO: | Mayor Martinez and Members of the City Council |
| FROM: | Charles Gerard, Port Director |
| Subject: | Port Contract with Haley and Aldrich, Inc. for Dredging Permitting Support and Slope Analysis at Terminal 2 and Other Port Areas |
| FINANCIAL IMPACT: | The proposed expenditure is included within the approved Fiscal Year (FY) 2024-2025 Port budget. Funds for this contract are available in Account String: 40163080-400708-36020 (\$58,750); Account String: 40163080-400708-36021 (\$45,000); Account String: 40163080-400708-36036 (\$500,000). |
| PREVIOUS COUNCIL ACTION: | NONE |
| STATEMENT OF THE ISSUE: | Port of Richmond staff is seeking approval of a contract with Haley and Aldrich, Inc. to secure permits for the required maintenance dredging at Terminal 2, the Point Potrero Marine Terminal Berths 7 and 8, the Marina Bay Yacht Harbor, and to conduct a slope analysis at Terminal 2. |
| RECOMMENDED ACTION: | APPROVE a contract agreement with Haley and Aldrich, Inc. in the amount of \$254,100, to secure permits to complete required maintenance dredging at Terminal 2, the Point Potrero Marine Terminal Berths 7 and 8, the Marina Bay Yacht Harbor, and conduct slope analysis at Terminal 2 with a term ending June 30, 2026, and APPROVE the transfer of \$150,350 between projects in the Port's Fiscal Year 2024-2025 budget – Economic |

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| | Development Department (Charles Gerard 510-620-6792). |
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DISCUSSION:

Maintenance dredging is an important responsibility for a deep-water port like the Port of Richmond (Port) to be efficient in its operations. Port dredging involves scooping sedimentation that gradually fills the terminal berth areas. For the dredging to occur, the Port needs to complete technical studies necessary to acquire permits from the United States Army Corps of Engineers, Regional Water Quality Control Board, and Bay Conservation and Development Commission.

The Port must maintain a water depth at its berth areas for navigation of vessels. The required depths for Terminal 2 and the Point Potrero Marine Terminal (PPMT) Berths 7 and 8 is between 33 and 37 feet at mean lower low water (MLLW). The Marina Bay Yacht Harbor (MBYH) channel entrance is required to be maintained to 12 to 13 feet below MLLW.

In November 2024, the Port advertised the project for public bid through the City’s Bids Online system (Attachment 1). The Port’s Request for Proposal (RFP) outlined a scope of services that included technical studies necessary to acquire permits to perform the required maintenance dredging and to further evaluate Terminal 2. As an optional service, they submitted a scope to provide support for permitting the dredging of the entrance channel to the Marina Bay Yacht Harbor (MBYH).

In December 2024, responses were due. The Port received two proposals, listed alphabetically, from the following firms:

- 1. Haley and Aldrich, Inc., Walnut Creek
- 2. Moffatt and Nichol, Walnut Creek

Port staff reviewed the proposals and ranked Haley and Aldrich, Inc. as the most qualified vendor (Attachment 2). The Port recommends awarding the complete scope of work as outlined to Haley and Aldrich, Inc. because this organization has demonstrated its ability to provide the services with internal resources as opposed to outsourcing multiple scope of work elements (Attachment 3). The dredging planning, analysis and permitting is the core business for Haley and Aldrich, Inc. Lastly, this organization completed projects with two private terminals within the geographic Port of Richmond, the Levin Richmond Terminal and International-Matex Tank Terminals (IMTT), demonstrating that they have current and recent experience within Richmond’s Harbor Channel.

Scope of Services

The Port requires the consultant to perform all tasks necessary to secure the permits to complete the maintenance dredging at Terminal 2, the PPMT Berths 7 and 8. These tasks include:

1. Complete a Sampling and Analysis Plan (SAP) to characterize the sediment at the project site.
2. Perform field sampling and analysis of the sediment consistent with the SAP and summarize the results in a Sediment Characterization Results (SCR) document.
3. Obtain permits to complete dredging of Terminal 2, the Point Potrero Marine Terminal Berths 7 and 8, and slope analysis at Terminal 2. If possible, secure a permit for dredging of the MBYH in 2025, as an optional service.
4. Provide permitting support including compilation of a joint Dredge Material Management Office (DMMO) application for a multi-year permit (10 years) for maintenance dredging from the United State Army Corp of Engineers, Regional Water Quality Control Board, as well as the Bay Conservation and Development Commission for Terminal 2, the Point Potrero Marine Terminal Berths 7 and 8, and the MBYH.

In addition, Haley and Aldrich, Inc. will evaluate the existing recommendations for Terminal 2 slope repair and provide a recommendation to advance the design that will include plans and cost to construct. To support the effort, the consultant may recommend additional sampling of underlying soils.

A budget transfer from the Port's Storm Drain Improvements account is sought to complete the work and award the contract of \$254,100 to Haley and Aldrich, Inc. The Storm Drain Improvements project will be planned for fiscal year 2026.

Once work commences in 2025, the project is expected to be completed no later than June 2026.

ENVIRONMENTAL REVIEW:

As this is maintenance work, the project is exempt from the California Environmental Quality Act.

DOCUMENTS ATTACHED:

Attachment 1 – RFP for Dredging Services
Attachment 2 – RFP Rating and Ranking Sheet
Attachment 3 – Contract with Haley and Aldrich, Inc.