



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 approval to execute an amendment to the professional services contract with COWI/OLMM Joint Venture for architectural and engineering services for the Mission Bay Ferry Landing Project to increase the contract amount by \$1,644,848 resulting in an amended contract amount not to exceed \$6,411,383.

DIRECTOR'S RECOMMENDATION: Approve the Attached Resolution No. 25-27

EXECUTIVE SUMMARY

The Mission Bay Ferry Landing Project (the "Project") will provide critical regional ferry service to the Central Waterfront, one of the fastest growing neighborhoods, which includes Mission Bay, Mission Rock, Dogpatch, Potrero Hill, and Pier 70. The Project will further activate existing maritime activity along our working waterfront.

To design the Project, the Port Commission authorized the award for professional services contract (the "Contract") to COWI/OLMM Joint Venture ("COWI") on November 10, 2016, for \$3,981,369 (Port Commission Resolution No. 16-44). The Project has been delayed for reasons described below and the professional services contract has previously been amended for additional funds and time.

Port staff seeks authorization to execute an amendment to the Contract with COWI for architectural and engineering services for the Project to increase the contract amount. The requested increase is \$1,644,848, bringing the total not-to-exceed amount to

\$6,411,383; a 34.5% increase above the previously amended contract amount of \$4,766,535.

STRATEGIC OBJECTIVE

The Project supports the Port's 2021-2025 Strategic Plan through the following goals:

Equity: Create a diverse, equitable, and inclusive organization and waterfront, and empower Black, Indigenous, and other People of Color (BIPOC) in Port operations and opportunities through equitable policies and practices.

The Mission Bay Ferry Landing will provide critical regional ferry service to and from the Mission Bay neighborhood. Expanding multimodal transportation options to this area will ease congestion and reduce barriers to access that are inherent in private vehicle ownership. Regular ferry service will improve regional connectivity and provide access for all Bay Area residents to the jobs, services, and amenities of Mission Bay.

Sustainability: Advance environmental stewardship to limit climate change and protect the Bay.

The Project will complete the removal of marine debris at Pier 64 immediately north of the project area and complete the erosion protection layer on the sediment cap to prevent the spread of contaminated sediment. The future Mission Bay Ferry Landing Phase 2b: Ferry Landing and Upland Infrastructure project will provide transportation options that reduce neighborhood and region dependence on private vehicle use and will provide electric ferry charging for emission-free ferry vessel operations.

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

The Project will strengthen the Port financially by maximizing the value of Port property and increasing revenue opportunities for adjacent properties. Ferry service will attract and retain tenants that help build an economically viable Port.

BACKGROUND

The Port and San Francisco Bay Ferry ("SF Bay Ferry") are pursuing the development of the Project to create a hub for ferry service into San Francisco that will address regional transportation demand generated by current and future development near Mission Bay. The ferry service will provide transportation resiliency and reduce our community's carbon footprint.

When completed, the Mission Bay Ferry Landing will provide the capability to berth two ferry boats simultaneously and handle up to 6,000 passengers per day. The ferry landing location is within a half mile of approximately 11,000 new housing units, 7 million square feet of new office and commercial space, over 1 million square feet of new retail space and 70 acres of public open space. Additionally, the ferry landing location is planned within one block from the Muni T-Third line. The ferry landing will be within walking distance to the UCSF Mission Bay hospital and campus, the new Golden State Warriors Chase Center, and to San Francisco's related life sciences community. Sea level rise will be incorporated in the ferry landing design.

On July 12, 2016, the Port Commission authorized Port staff to advertise a Request for Proposals to solicit professional architectural and engineering consulting services for design and development support of the Mission Bay Ferry Landing Project.

On November 10, 2016, the Port Commission authorized Port staff to award a contract to the COWI/OLMM Joint Venture for \$3,981,369 and authorized a contract contingency of \$398,137 (10% of \$3,981,369) for a total contract authorization of \$4,379,506 (Resolution No. 16-44).

Since adoption, the contract has been amended to increase the authorized Contract amount to \$4,766,535 (Resolution No. 18-30) and to extend the contract term through June 16, 2026 (Port Commission Resolution No. 23-54).

Staff recommends an additional Contract amendment to approve an addition of \$1,644,848 for the scope described below.

SCOPE OF WORK

As specified in the Contract, COWI's work has been divided into three primary phases:

- **Phase 1:** Conceptual Architectural and Engineering ("A/E") Design and Ferry Landing Location Alternatives Analysis.
- **Phase 2:** Engineering Design for the Development at the Selected Ferry Landing Site as well as assisting with obtaining environmental permits under CEQA (California Environmental Quality Act) and NEPA (National Environmental Policy Act).
- **Phase 3:** Bid and Construction Stage A/E Services – Not yet started at this time.

Since award of the Contract, COWI completed Phase 1 and brought Phase 2 to 95% completion.

The proposed contract amendment is needed to fund the following services to complete the Project design to 100% and provide construction support:

- **Electrification:** A critical component of resuming project work was the award of an Environmental Protection Agency (EPA) Clean Ports Grant for the electrification of the SF Bay Ferry system. This award expanded Project design and permitting scope to include electrical charging infrastructure for the ferry vessels docked at Mission Bay Ferry Landing.
- **Design Refresh:** The Project has been delayed by several factors, including the COVID-19 pandemic and a legal challenge to the Regional Measure 3 which was resolved in March 2023. The Port has resumed collaboration with SF Bay Ferry to implement the Project and has reactivated the contract work with the COWI team to complete the design portion of the project.

- Construction Support:** The Project duration and scope have been modified since the Project started in 2017, service adjustments were funded through reallocating the budget assigned to Phase 3: Bid and Construction Stage A/E Services. This amendment replenishes the Phase 3 budget with adjustments for staff rates, Project escalation, and changes in Project scope.

LOCAL BUSINESS ENTERPRISE (LBE) PARTICIPATION

COWI is currently exceeding its 20% Local Business Enterprise (LBE) subcontracting requirement under the Contract. The LBE subcontracting requirement for this project is being met by utilizing the firms identified in *Table 1*. Certified LBEs will be performing 26% or \$1,667,530 of the total Contract work. Of the \$1,644,848 Contract increase, \$401,702 (24.4%) will be paid to certified LBEs.

In addition to the LBE sub-consultants identified in *Table 1*, OLMM is a joint venture partner of COWI and will self-perform 16% or \$1,023,354 of the Contract work. OLMM is an Asian-American, LBE-MBE firm certified to provide structural engineering and construction management support.

Table 1: Mission Bay Ferry Landing LBE Participation

| Firm | Portion of Work | % of Contract Work | Amount of Contract Work | Amount of Increase | LBE Type | MBE Ethnicity |
|--------------------------------|---------------------------------------|--------------------|-------------------------|--------------------|----------|------------------|
| Robin Chiang & Company | Architecture | 6.1% | \$270,103 | \$120,833 | MBE | Asian-American |
| Geotechnical Consultants | Geotechnical Engineering | 3.41% | \$207,668 | \$11,013.85 | MBE | Asian-American |
| HRA Consulting Engineers | Electrical Engineering | 3.82% | \$127,326 | \$117,825 | MBE | Iranian-American |
| MHC Engineers | Mechanical Engineering | 0.89% | \$30,000 | \$27,010 | MBE | Asian-American |
| M. LEE Corporation | Cost Estimating | 1.75% | \$112,071 | - | MBE | Asian-American |
| Boudreau Associates | Permitting, Sediment Characterization | 3.61% | \$231,568 | - | WBE | |
| Orion Environmental Associates | CEQA | 0.22% | \$14,347 | - | MBE | Asian-American |
| Adavant Consulting | CEQA | 0.5% | \$32,025 | - | OBE | |
| LCW Consulting | CEQA | 0.59% | \$37,720 | - | WBE | |
| Surface Design | Landscape Architecture | 3.42% | \$120,300 | \$99,197 | OBE | |
| Lotus Water | Civil & Hydrology | 1.69% | \$82,700 | \$25,821.25 | OBE | |
| | Total | 26% | \$1,265,829 | \$401,702 | | |

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

RESOLUTION NO. 25-27

- WHEREAS, On July 12, 2016, the Port Commission authorized Port staff to advertise a Request for Proposals to solicit professional architectural and engineering consulting services for design and development support of the Mission Bay Ferry Landing Project (the “Project”); and
- WHEREAS, On November 10, 2016, the Port Commission authorized Port staff to award a contract for architectural and engineering consulting services for the Project to COWI/OLMM Joint Venture (“COWI”) for \$3,981,369 (Port Commission Resolution No. 16-44); and
- WHEREAS, Port staff issued a Notice to Proceed to COWI in early 2017; and
- WHEREAS, The Port Commission authorized a contract modification with COWI (Resolution No. 23-54), to extend the contract duration and award additional project funding (Resolution No. 18-30); and
- WHEREAS, The Project encountered unanticipated delays and scope revisions due to COVID-19 and a legal challenge to project funding which justified another contract amendment for additional funds and services; and
- WHEREAS, Port staff recommend a contract amendment to increase the contract amount by \$1,644,848, for additional engineering design services which represents a fair and reasonable value; and
- WHEREAS, Port staff recommend the addition of two subcontractors, ARUP and P2S, needed for the design of the specialized electrical infrastructure required for charging SF Bay Ferry vessels; and
- WHEREAS, The contract amendment will incorporate the existing Local Business Enterprise subcontracting participation commitment of 20% established by the City’s Contract Monitoring Division; now, therefore be it
- RESOLVED, That the San Francisco Port Commission hereby authorizes Port staff to execute a contract amendment to the contract with COWI/OLMM Joint Venture, to increase the contract amount by \$1,644,848, resulting in an amended contract amount not to exceed \$6,411,383.

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
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