



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole  
Meeting of January 23, 2025

From: John R. Eberle, District Engineer  
Denis J. Mulligan, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO EXECUTION OF PROFESSIONAL SERVICES AGREEMENT NO. 2024-B-013, GOLDEN GATE BRIDGE UNDERWATER INSPECTION SERVICES, WITH CONSOR NORTH AMERICA, LLC**

### **Recommendation**

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to execution of Professional Services Agreement (PSA) No. 2024-B-013, *Golden Gate Bridge Underwater Inspection Services*:

1. Authorize execution of Professional Services Agreement (PSA) No. 2024-B-013, with Consor North America, LLC, San Francisco, CA, in an amount not to exceed \$331,720, to perform Title 23 Code of Federal Regulations (CFR) Part 650-mandated bridge inspections at the Golden Gate Bridge; and,
2. Establish a 10% contingency for PSA No. 2024-B-013 in the amount of \$33,172;

with the understanding that sufficient funds are available in the Fiscal Year (FY) 2024/2025 Bridge Division Operating Budget to finance the estimated \$364,892 expenses.

This matter will be presented to the Board of Directors at its January 24, 2025, meeting for appropriate action.

### **Summary**

Title 23 – Highways, Code of Federal Regulations, Part 650, Subpart C, National Bridge Inspection Standards (23 CFR 650), sets the national standards for the safety inspection and evaluation of all highway bridges. The Golden Gate Bridge is a part of the National Highway System and is required to comply with the bridge inspection requirements set forth in 23 CFR 650. In accordance with 23 CFR 650, Part C, inspections of the underwater portions of bridge substructures and the surrounding channels are required every 60 months. Inspections must be performed by diving or by other appropriate techniques if structures cannot be inspected visually at low water by wading or probing. The last inspection was performed in 2019 and no indications of foundation scour or other areas of concern were found. If certain criteria are met, including an

assessment of satisfactory or better condition of the underwater portions of the bridge, and a determination that the bridge foundation is stable with no potential for scour, agencies may submit a request to the Federal Highway Administration (FHWA) through the California Department of Transportation (Caltrans) to extend the frequency of the underwater inspections from 60 months to 72 months. In 2023, the Golden Gate Bridge, Highway and Transportation District (District) submitted such a request and received approval from both FHWA and Caltrans allowing the underwater inspection to be performed no more than 72 months from the prior inspection. The District does not have in-house divers to perform inspections of the Golden Gate Bridge South and North Tower Piers that are submerged in water and must contract with outside consultants to perform this work.

On October 23, 2024, the District advertised on its procurement portal and sent notices to 1,604 Small Business Enterprise (SBE) firms and 5 bid distribution centers, a Request for Statement of Qualifications and Proposal, RFQ/RFP No. 2024-B-013, *Golden Gate Bridge Underwater Inspection Services*, seeking professional consultants specializing in underwater inspections of bridges. A pre-proposal meeting was scheduled on November 5, 2024, at the Bridge with representatives from the District's Engineering Department and the Manager, Disadvantaged Business Enterprise (DBE) and Workforce Inclusion Department. Twenty-eight firms downloaded the solicitation documents. By the due date of November 15, 2024, the Office of the District Secretary received proposals from one consulting firm as follows:

- Consor North America, LLC, San Francisco, CA

Representatives from the Engineering Department, the District's Manager, DBE and Workforce Inclusion Department, and the District's Attorney reviewed the proposal and determined that it was responsive to the solicitation requirements.

The District's selection committee, consisting of two Directing Civil Engineers, one Senior Civil Engineer, and a representative from Caltrans Structures Maintenance and Investigations/Toll Bridges reviewed the proposal's response to the selection criteria specified in the RFQ/RFP, including the qualifications and experience of the consultant team, the consultant's project understanding and methodology of providing the requested services, and consultants' capabilities, including their records of successfully performing similar work, and determined that Consor North America, Inc., has the qualifications and experience necessary to perform these services. The District Engineer concurs with this finding.

The scope of services will consist of:

- (i) Perform sonar scanning and imaging of the underwater surfaces of the South and North Tower Piers, the South Tower Fenders, and adjacent areas;
- (ii) Perform levels I, II, and III underwater inspections. A Level I inspection consists of a preliminary visual inspection within a person's arm length of the underwater portion of the foundations. A Level II inspection involves a more detailed visual or tactile examination to identify any damage and deterioration. A Level III inspection is only performed if findings are made during the Level I and II inspections and is a comprehensive evaluation of a critical structural element, aimed at identifying areas that may require extensive repairs or replacement; and

- (iii) Prepare and submit inspection reports and provide recommendations regarding any findings.

In accordance with Section V, Competitive Negotiations, of the District's Procurement Manual, in the event that the District receives only one proposal in response to an RFQ/RFP, the selection committee shall conduct a cost analysis to determine whether the compensation proposal is fair and reasonable. Following the procedures in the RFQ/RFP, staff requested a cost proposal from Consor North America, Inc., and conducted a cost analysis, comparing the cost proposal to the District's cost estimate for the services. After performing the analysis and reviewing the cost proposal, staff negotiated a total not-to-exceed price of \$331,720 for the services. Staff has determined that this not-to-exceed price is fair and reasonable based on the scope of work and historic cost data of bridge inspection services provided by consultants on previous Golden Gate Bridge Underwater Inspection contracts.

An SBE contract-specific goal of 7% was established for this RFP. Proposers were strongly encouraged to obtain SBE participation and were required to document their activities in the solicitation and selection of subconsultants and suppliers to ensure that this process was carried out in a nondiscriminatory manner. The Manager, DBE and Workforce Inclusion Department has determined that Consor North America, Inc. has met the 7% SBE goal and is responsive to the District's DBE/SBE requirements for this contract. At this time, an approximately 12.9% SBE participation is anticipated during the performance of this contract.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize execution of PSA No. 2024-B-013, *Golden Gate Bridge Underwater Inspection Services*, to Consor North America, Inc, for a not-to-exceed amount of \$331,720, and also recommends an establishment of a 10% contract contingency in the amount of \$33,172 be established for this PSA for any additional or changed scope of services that may develop while work proceeds. The consultant will be compensated based upon actual time expended and expenses incurred, plus a fixed fee within the authorized not-to-exceed amount.

### **Fiscal Impact**

The total estimated cost of services under PSA No. 2024-B-013, including contingency, is \$364,892. This project is 100% District funded and funds for these services are available in the FY 24/25 Bridge Division Operating Budget.

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