

**PORT OF REDWOOD CITY
BOARD OF PORT COMMISSIONERS REGULAR MEETING
WEDNESDAY – DECEMBER 14, 2011**

MINUTES

I. CALL TO ORDER

8:00 AM: Vice Chairman Dodge presiding

Commissioners Present: Commissioner Ralph Garcia; Commissioner Lorianna Kastrop; Secretary Thomas Cronin; and, Vice Chairman Richard A. Dodge;

Commissioners Absent: Chairman Claire

Staff Present: Executive Director, Michael J. Giari; Special Counsel to Port, Francois X. Sorba; Director of Finance & Administration, Cynthia D. Hampton; Manager of Operations, Donald K. Snaman; Accounting Clerk, Linda Hawkins; Administrative Assistant, Margaret Astesano; and, Executive Assistant, Rita F. Artist

Commissioner Kastrop led the Pledge of Allegiance.

II. APPROVAL OF MINUTES: Due to a lack of quorum of Commissioners present at the following Port Commission meetings, approval of the Minutes of Regular Meeting of September 14, 2011 and the Regular Meeting of October 12, 2011 was deferred to the next Port Commission meeting.

A Motion to Approve Minutes of Regular Meeting of October 26, 2011 was made by Commissioner Garcia and Seconded by Commissioner Kastrop. The motion passed by a unanimous voice vote of all Commissioners present. Commissioner Claire was absent.

A Motion to Approve Minutes of Special Meeting of November 16, 2011 was made by Commissioner Cronin and Seconded by Commissioner Kastrop. The motion passed by a unanimous voice vote of all Commissioners present. Commissioner Claire was absent.

III. CLAIMS: Commissioner Kastrop inquired about the purpose of a tabletop drill/exercise and Executive Director Giari explained that this was a 3-hour tabletop exercise for Port staff to continue emergency preparedness training.

Commissioner Kastrop inquired about the status of the Inner Bair Island water level issue and Giari explained that Redwood Engineering Construction is a local firm that has mobilized equipment and is pumping water onto the dredged material on Bair Island due to a lack of rain.

A Motion to Approve Claims was made by Commissioner Cronin and it was seconded by Commissioner Garcia. The motion passed by a unanimous voice vote of all Commissioners present. Commissioner Claire was absent.

IV. RESOLUTIONS

A. RESOLUTION APPROVING SECOND AMENDMENT TO SUBLEASE AGREEMENT (PORTSIDE INVESTORS – PHASE I LEASE AGREEMENT) – (CAREER RESOURCES)

A Motion to Adopt was made by Commissioner Garcia. It was seconded by Commissioner Kastrop. The motion passed by a unanimous voice vote of all Commissioners present. Commissioner Claire was absent.

V. **REPORT/PRESENTATION:** By Ted Trenkwalder, V.P., Ben C. Gerwick, Inc.

[Click This Link To Open Presentation](#)

A. Project Status Update on Wharves 1&2 Project

Ted Trenkwalder, V.P., Ben C. Gerwick, Inc. , Project Manager for the Wharves 1 & 2 Replacement Project, introduced his team members including Jack Gerwick from Ben C. Gerwick, Inc.; Richard Rodgers from Treadwell & Rollo; Michael Shanus from The KPA Group; and, George Cheung from YEI Engineers, Inc.

Trenkwalder stated that the first phase of the project, preliminary engineering and criteria development, is completed. This phase included implementing a project work plan, determining site characteristics and operating requirements, developing alternative concept designs and associated cost estimates and providing project components that meet the Port's operational requirements within the financial constraints (\$15-18 million). The next phase is design development and pre-construction. The third phase is construction and final design; and, the fourth and final phase will be commissioning and move in.

Trenkwalder's PowerPoint presentation outlined the surveys completed and the civil improvement concept goals. He explained alternative concepts and rough cost estimates for demolition of the existing warehouse building, wharf design and the longshoremen's building.

Commissioner Kastrop asked which alternative Gerwick, Inc. recommended for the longshoremen's building. Trenkwalder responded that they recommend Alternative 3 which locates the building and site improvements approximately 25' north of existing conveyor structures.

Commissioner Dodge requested clarification on the size of the extension to Wharf 2 after renovations have been completed. Trenkwalder displayed a slide showing that the proposed Wharf 2 will be approximately 450 feet long by about 60 feet deep with a 30 foot wide truck access ramp at both ends of the wharf and with a landing for future hopper/conveyor use.

Commissioner Kastrop referred to the alternative for concrete versus steel structure and asked for an explanation of what maintenance issues will be necessary and what happens after the expiration of the 50 year life span in regards to using steel. Trenkwalder responded that all of the steel structures are epoxy coated and the structures should be checked every three to five years. He explained that the benefit to a steel pile is that it is much stronger than the concrete pile. Concrete piles have steel strands or rebar in them and they still have a potential corrosion issue. Plastic sleeves can be used in the tidal zone or down at the mud line where most of the corrosion occurs.

The 50 year life span is the target life but the structures themselves will probably still be in relatively fair condition at that time.

Trenkwalder continued his presentation with Phase 2 – Detailed Design. During this phase they will develop selected design plans and specifications for 35% submittal, apply for and obtain regulatory permits by April 2012, develop a Request for Qualifications (RFQ) and select qualified teams, develop a Request for Proposal (RFP) and the Port will select a design build team. He then reviewed the Phase 2 Design Development Schedule.

Commissioner Garcia asked if there is a cost differential for steel from the United States versus China. Trenkwalder explained that a cost comparison can be made a requirement for the design build team but may incur an additional cost. Giari commented that the design build team will finalize a lot of the details and we can add more details in the RFP. Garcia said that he would like to know the cost differences between U.S. and foreign suppliers of materials and he would like the use of local suppliers whenever possible. Giari stated that costs and legal considerations would have to be taken into account in specifying the sources for any materials in the RFP for the project and that local suppliers would be preferred.

Commissioner Cronin asked if based on the value engineering in Gerwick's plans, the project is at \$15 million. Trenkwalder replied that they are under \$15 million by about \$7,000-\$8,000.

Commissioner Kastrop asked what the design consideration is for ship strikes and vessel berthing on the wharf in regards to concrete versus steel. Trenkwalder explained that the existing steel pile fenders at Cemex are actually stronger than is needed for this project but Gerwick matched the higher energy values for them for consistency.

Commissioner Dodge asked why composite materials were not considered as one of the alternatives. Trenkwalder explained that composite materials are usually used in fender piles for smaller barge berthing. They don't really have mechanical properties and their energy dissipation is not as great as that of a rubber fender system. Trenkwalder has never seen a composite wharf constructed that meets California seismic requirements. In addition, the connection to the concrete deck itself would be difficult.

In regards to the design for the longshoremen's building, Commissioner Kastrop had specific suggestions for including in the design the possible use of solar panels, LED lighting, insulation material, siding, and other Green Building requirements that would, over the life of the building, lower energy and maintenance costs.

Kastrop asked if the Port is required to follow Redwood City Building Codes and Giari responded, "Yes".

Giari commented that an analysis would have to be done to determine if the cost of solar panels would be offset by the energy savings. Since the size of the roof of the longshoremen's building is relatively small and the use of the building is sporadic, the analysis may include use of solar panels to provide electricity to parking area and wharf lights. Giari will discuss this with Gerwick. The scope of work for Gerwick did not include

an analysis of what the lifetime utility cost is versus the cost of these other materials and solar panels.

Commissioner Dodge commented that he is aware that at some ports a mechanism has been installed on fender piles that keeps the sediment from settling in the berthing area. They are basically water jets that move back and forth to keep the sediment in suspension so dredging is not necessary on a frequent basis. Dodge asked what Gerwick's experience is with these systems and if it is possible to use them in the Bay Area. Trenkwalder replied that they could be used and Gerwick has talked to a firm called SedCon that furnishes them. Unfortunately, the cost of SedCon's system to furnish and install is roughly \$3-\$4 million. Giari explained that a feasibility study of the SedCon system would cost the Port about \$25,000-\$30,000. A primary concern about adding a SedCon system to the building of the new Wharves 1 & 2 now is the evaluation of impacts on water quality and potential delays in getting permits by April 2012. Dodge commented that he was satisfied if the work performed now on Wharves 1 & 2 does not preclude installation of a water jet system in the future.

Dodge asked why, if the existing wharf with wood pilings is 60-70 years old, we are considering concrete and steel with a lifetime of 50 years. Trenkwalder replied that 50 years is considered to be a reasonable life for most structures today and is a standard design term. The contractor will be required to use some sort of additive for the concrete piles and epoxy coating so that in 50 years, it will not be falling down. There is some reserve life in the wharves beyond the design life.

Dodge referred to the part of the wharf that has the old wooden pilings and asked what is being done to take care of the section that is being left in place. Giari replied that some areas will be abandoned in order to avoid the cost of demolition and we will make sure that those areas are not accessible. Don Snaman, Manager of Operations, explained that there is a concrete pad that was installed in the 1970s that is in good shape and in current use. It will be retained for pedestrian access.

VI. **PUBLIC COMMENT:** None

VII. **MATTERS OF BOARD INTEREST:** None

VIII. **EXECUTIVE DIRECTOR'S REPORT:** Executive Director Giari reported that the Port has been awarded the Golden Apple Award by the Redwood City-San Mateo County Chamber of Commerce for our support of the Redwood City Education Foundation and other efforts that the Port has made over the years to support schools and help with education in Redwood City. Giari commented that the evaluators for the Golden Apple Award were impressed about how the Port has been committed to supporting education in Redwood City in a quiet and consistent manner. Commissioner Dodge commented that the Port's Annual Poster Contest for all 3rd, 4th, and 5th grade students in Redwood City started before he became a Port Commissioner over 20 years ago.

The Award will be presented to the Port at the Chamber's Annual Dinner & Award Ceremony to be held at the Hotel Sofitel on February 1, 2012.

Executive Director Giari also reminded everyone that the Port Commissioners' Annual Holiday Reception would be held tomorrow evening, December 15, 2011. Some former Port Commissioners will be joining us and we have received many R.S.V.P.'s for what is anticipated to be a well attended and successful event.

IX. ADJOURNMENT

At 9:35 a.m. Vice Chairman Dodge requested that the Commission adjourn to its next regularly scheduled Meeting of January 11, 2012.

A Motion to Adjourn was made by Commissioner Garcia. It was seconded by Commissioner Kastrop. The motion passed by a unanimous voice vote of all Commissioners present. Commissioner Claire was absent.