



**THE PORT  
OF LOS ANGELES**  
Executive Director's  
Report to the  
Board of Harbor Commissioners

**DATE: OCTOBER 28, 2015**

**FROM: CONSTRUCTION AND MAINTENANCE**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - AWARD OF CONTRACT NO. 39764 TO CRANEVEYOR CORP. FOR THE PURCHASE, DELIVERY, AND INSTALLATION OF A TRANSLIFTER SELF-SUPPORTING CRANE SYSTEM AND CANOPY AT BERTH 161**

**SUMMARY:**

The Los Angeles Harbor Department (Harbor Department) Construction and Maintenance Division (C&M) requests approval of Contract No. 39764 with CraneVeyor Corp. of South El Monte, California for the purchase, delivery, and installation of a translifter self-supporting crane system in the amount of \$320,681. The translifter self-supporting crane system and canopy is needed to improve efficiency of C&M boat repair activities. This project is part of the approved deferred maintenance program planned and funded in the Fiscal Year (FY) 2015-16 capital budget. This contract is the financial responsibility of the Harbor Department.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners (Board):

1. Find that the Director of Environmental Management has determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2(f) and Article III Class 1(32) of the Los Angeles City CEQA Guidelines;
2. Find that in accordance with Los Angeles City Charter Section 1022, work under the subject contract can be performed more feasibly by independent contractors than by City employees;
3. Approve Contract No. Contract No. 39764 with CraneVeyor Corp. for the contract amount not-to-exceed \$320,681;
4. Authorize the Executive Director to execute and Board Secretary to attest to Contract No. 39764 for and on behalf of the Board; and
5. Adopt Resolution No. \_\_\_\_\_.

**DATE: OCTOBER 28, 2015**

**PAGE 2 OF 5**

**SUBJECT: AWARD OF CONTRACT NO. 39764 TO CRANEVEYOR CORP.**

**DISCUSSION:**

Background/Context – In the last four plus years, funding has been specifically allocated for, and C&M has completed, a wide range of capital infrastructure projects that were deferred over the years due to staffing or funding restrictions. The Board's on-going support for an annual budget of \$5-7 million for such deferred maintenance projects continues to allow C&M to reduce the backlog of infrastructure maintenance and repairs. While much progress is being made with the deferred maintenance program, it will take a long-term commitment to ensure the Harbor Department's infrastructure is maintained in an optimum condition of use.

The FY 2015/16 capital budget allocates approximately \$7 million in funding for key deferred maintenance projects, including improvements to the Berth 161 C&M maintenance yard large and small boat repair facilities.

C&M is responsible for maintaining the Harbor Department's marine vessel fleet of 50 boats: 14 large vessels and 36 small vessels. Large vessels are generally removed from the water for service and painting of the bottom every three years, utilizing the marine ways at Berth 161. This facility is proposed for modernization, with design currently in process. Construction of large vessel facility improvements is anticipated to start in mid-2016 and take one-year to complete.

Smaller vessels are generally removed from the water, utilizing over-water cranes at Berth 161, for servicing. However, once a smaller boat is removed from the water, removal of engines and other equipment for service purposes is undertaken using forklifts. This process is inefficient and increases risks of damage to the equipment upon extraction and re-installation. In addition, the current small boat service location is open to the weather, impacting work activities and exposing open boats and equipment to the elements. The FY 2015/16 capital budget includes funding for installation of a translifter self-supporting crane system and canopy at the C&M Berth 161 small boat maintenance location.

Berth 161 Translifter Self-Supporting Crane System and Canopy – The Harbor Department's small boat fleet has grown steadily over the past several years, from 16 in 2010 to 36 in 2015, largely due to increases in the Los Angeles Port Police (Port Police) vessel fleet. The increase in the small vessel fleet size is compounded by a three-fold increase in on the water patrol hours and other Port security programs and activities. The Port Police and the C&M Division have mutually agreed upon appropriate service levels and fleet readiness to meet the Port's mission.

To facilitate achieving the demand for a high level of on-the-water time for all small vessels, the Harbor Department is transitioning to use of outboard engines on small boats and the use of "swing engines" (extra engines on shore to quickly replace engines

DATE: OCTOBER 28, 2015

PAGE 3 OF 5

SUBJECT: AWARD OF CONTRACT NO. 39764 TO CRANEVEYOR CORP.

in need of regular maintenance or repair, with those engines then being repaired on-shore and made available as swing engines for future boats requiring maintenance). Swing engines are currently switched out using forklifts. While this practice was not unreasonable for a small fleet, with the substantial increase in fleet size, the demand to maximize on-water time, and continued utilization of existing staffing levels, a more efficient means of lifting and installing engines is needed. The proposed transliifter self-supporting crane system and canopy is designed for the specific purpose of lifting, holding, and installing heavy equipment. The proposed transliifter self-supporting crane system will also serve to increase safety, both for personnel and equipment.

The proposed contract with CraneVeyor Corp. provides for the purchase, delivery, and installation of a transliifter self-supporting crane system and canopy at the C&M maintenance yard small boat repair facility located at Berth 161 (Transmittal 1). The delivery and installation of the transliifter self-supporting crane system and canopy would be a turn-key project.

C&M is responsible for providing an electrical power connection with the voltage level adequate for the transliifter self-supporting crane system. C&M staff and budgeted financial resources are available for such work.

Selection Process – C&M submitted a purchase requisition for the transliifter self-supporting crane system and canopy project. The Contracts and Purchasing Division released a Request for Bids (RFB) in August 2015. The RFB was advertised on the City of Los Angeles Business Assistance Virtual Network (LABAVN) and the Port of Los Angeles website. A mandatory pre-bid meeting was held on August 12, 2015. Only one bid was received for the project by the August 26, 2015 deadline (Transmittal 2).

CraneVeyor Corp. was the only bidder for the purchase, delivery, and installation of a transliifter self-supporting crane system and canopy. CraneVeyor Corp. was determined to be a responsive bidder, meeting the specifications. The cost for project is \$320,681, which includes labor, material, equipment, and sales tax. The project has an expected duration of 150 calendar days. It is recommended that the Board of Harbor Commissioners approve the Contract No. 39764 with CraneVeyor Corp., the sole bidder, for the purchase, delivery, and installation of a transliifter self-supporting crane system and canopy, with a not-to-exceed amount of \$320,681 (Transmittal 3).

#### **ENVIRONMENTAL ASSESSMENT:**

The proposed action is award of Contract No. 39764 to CraneVeyor Corp. for the purchase delivery and installation of a transliifter self-supporting crane system for C&M boat repair activities. As an administrative activity related to the installation of mechanical equipment which is accessory to the use of an existing facility and involving negligible or no expansion of use, the Director of Environmental Management has

**DATE: OCTOBER 28, 2015**

**PAGE 4 OF 5**

**SUBJECT: AWARD OF CONTRACT NO. 39764 TO CRANEVEYOR CORP.**

determined that the propose action is exempt from the requirements of CEQA in accordance with Article II Sections 2(f) and Article III Class 1(32) of the Los Angeles City CEQA Guidelines.

**FINANCIAL IMPACT:**

Continuing the current practice of using forklifts to lift small boat engines and equipment is inefficient and increases the opportunity for potential injuries and damage to equipment. Funding for improvements to the Berth 161 C&M maintenance yard small boat repair facilities, including contractual services for translifter self-supporting crane system purchase and installation, as well as ancillary improvements, such as electrical connection points, which would be performed by C&M staff resources, has been included in the FY 2015-16 budget.

Funding in the amount of \$320,681 has been budgeted for the proposed contract in the Fiscal Year 2015-16 Capital Budget Account No. 54030, Center No. 1029, and Program No. 000.

Maintenance and repair of the proposed translifter self-supporting crane system and canopy is anticipated to be similar to the cost of forklift maintenance and repair. However, equipment damage costs are anticipated to be minimized through use of the proposed translifter self-supporting crane system and canopy. On-going maintenance and repair activities will be performed by C&M staff.

**CITY ATTORNEY:**

The Office of the City Attorney has reviewed and approved Contract No. 39764 as to form and legality.

DATE: OCTOBER 28, 2015

PAGE 5 OF 5

SUBJECT: AWARD OF CONTRACT NO. 39764 TO CRANEVEYOR CORP.

**TRANSMITTALS:**

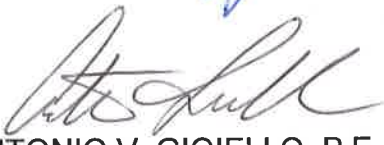
1. Berth 161 Small Boat Repair Area Locator map
2. Recap of Bid No. F-923
3. Contract No. 39764

FIS Approval: MB (Initials)

CA Approval: AG (Initials)



JOE MALDONADO  
Director of Port Construction & Maintenance



ANTONIO V. GIOIELLO, P.E.  
Deputy Executive Director

APPROVED:



EUGENE D. SEROKA  
Executive Director

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