

FILE NUMBER: 2025-246

DATE: Tuesday, December 9, 2025

SUBJECT: Continued Action Emergency Repair of Damaged Fender Piles at B-Street Pier

DESCRIPTION: Resolution by a 4/5 Vote Authorizing Continued Action for The Emergency Repair of Damaged Fender Piles at B-Street Pier

EXECUTIVE SUMMARY:

On October 14, 2025, the Board approved a resolution (District Resolution 2025-106) ratifying the emergency action taken by the Executive Director and authorized continued action for the emergency repair of damaged fender pile clusters at the B-Street Pier. This included the procurement of engineering professional services for construction support and the procurement of a contractor to complete the necessary repair work.

This staff report provides the Board with an update on the emergency action and requests authorization to continue the emergency contracting in accordance with Public Contract Code Section 22050 and District Resolution No. 2000-03.

Maritime staff have identified five (5) severely damaged fender pile clusters along the south berth of B-St Pier. These fender piles have been deteriorating over the past several cruise seasons, and a 2023 inspection and condition assessment report found them to be in fair condition. Following the conclusion of the 2024–2025 cruise season, during which approximately seventy-five (75) cruise ships berthed at B-St Pier, including twenty (20) at the south berth, the condition of the fender clusters has further deteriorated, and five (5) clusters are now severely compromised (Attachment A).

The Executive Director authorized staff to proceed on emergency contracting on September 30, 2025, and notified the Board at the October 14, 2025, BPC meeting of the intent to proceed under emergency contracting procedures. This authorization waived the requirement for formal bidding in accordance with the California Public Contract Code. A contract with Pacific Dredge & Construction was executed on November 5, 2025, to perform immediate repairs on the five (5) fender pile clusters. Construction began in early November and is expected to continue through early January 2026.

A four-fifths (4/5) vote of the Board is required to approve continued emergency contracting to complete the necessary repairs.

RECOMMENDATION:

Adopt a resolution by a 4/5 vote authorizing continued action for the Emergency Contract with Pacific Dredge & Construction approved by the Executive Director for repair of damaged fender piles at B-Street Pier in San Diego.

FISCAL IMPACT:

Funding for this expenditure is included in the FY 2026 Major Maintenance Capital Projects appropriation and will be sourced specifically from the Major Maintenance Capital Contingency budget.

COMPASS STRATEGIC GOALS:

This agenda item supports the following Strategic Goal(s).

- A thriving and modern maritime seaport.
- A Port that is a safe place to visit, work, and play.

DISCUSSION:

At the October 14, 2025, meeting, the Board approved a resolution ratifying the emergency action taken by the Executive Director and authorized continued emergency contracting for the repairs of damaged fender pile clusters along the south berth of the B-St Pier (District Resolution 2025-106). The authorization allowed staff to proceed with the direct negotiation and execution of contracts necessary to stabilize and restore the fender system in advance of the 2025–2026 cruise season.

Following Board authorization, staff finalized the scope of work with Pacific Dredge & Construction and executed a contract on November 5, 2025. Construction began in early November and is expected to continue through early January 2026. The contractor is responsible for the demolition and replacement of upper and lower walers, associated hardware, and timber components at five (5) fender pile clusters located along the south berth of B-St Pier. Procurement and treatment of replacement timbers are anticipated to take approximately 60–75 calendar days from the date of order.

The fender pile clusters were originally identified as being in fair condition during a 2023 inspection and condition assessment. However, following the conclusion of the 2024-2025 cruise season, during which approximately seventy-five (75) cruise ships berthed at B-St Pier, including twenty (20) at the south berth, the condition of the clusters had deteriorated significantly. The damaged fender clusters were no longer able to provide adequate berthing energy absorption, reducing the south berth's operational capacity and creating safety and reliability concerns for large cruise vessels.

Immediate repair is necessary to restore safe berthing capacity and protect the continuity of cruise operations. Without timely repair, the Port risks potential schedule disruptions or relocation of cruise ship calls, which would have significant financial and reputational impacts on the Port, the cruise lines, and the regional economy. In addition, relying on Broadway Pier as a primary berth for all south-side vessel calls would trigger California Air Resources Board (CARB) rules. This would cause the Port to lose the current low-use designation at Broadway Pier and require cruise ships to be shore powered for every call at that location. This would then require a significant upgrade in the system to allow for three simultaneous shore power operations during three-ship call days, resulting in significant costs to the District.

Public Contracting Code Sections 22035 and 22050, Section 58 of the Port Act, and District Resolution No. 2000-03 authorize the Executive Director to take emergency contracting action when immediate repairs are required to mitigate or prevent damage to public facilities or to maintain essential operations. Continued action under emergency contracting must be reviewed by the Board at each regularly scheduled meeting until the emergency is declared resolved.

Staff requests that the Board determine there is a need to continue emergency contracting for the Emergency Repair of Damaged Fender Piles at B-St Pier Project until the work is completed.

General Counsel's Comments:

The Office of the General Counsel has reviewed this staff report and the attachments as presented to it and approves them as to form and legality.

Environmental Review:

The proposed Board action, including without limitation a resolution authorizing continued action for the emergency repair of damaged fender piles at B-Street Pier, is categorically exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15301 (Existing Facilities), 15302 (Replacement or Reconstruction) and 15304 (Minor Alterations to Land) and Sections 3.a., 3.b. and 3.d. of the District's Guidelines for Compliance with CEQA because the project would consist of repair and replacement of fender piles and associated equipment that would involve no expansion of use beyond that previously existing, would not result in a significant cumulative impact due to the continuation of the existing use, would consist of the replacement of an existing structure, would be located on the same site as the structure replaced, would have substantially the same purpose and capacity, would result in no permanent effects on the environment, and would not involve the removal of mature, scenic trees. The District has determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

The project was previously determined to be exempt from CEQA on October 14, 2025. Pursuant to Section 15378(c) of the CEQA Guidelines, the term "project" refers to the activity being approved, which may be subject to several discretionary approvals of governmental agencies and does not mean each separate governmental approval. Accordingly, the proposed Board action is a subsequent discretionary approval of a previously approved project. No further action under CEQA is required.

The proposed Board action complies with Section 87(a)(1) of the Port Act which allows for the establishment, improvement, and conduct of a harbor, and for the construction, reconstruction, repair, maintenance, and operation of wharves, docks, piers, slips, quays, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient, for the promotion and accommodation of commerce and navigation. The Port Act was enacted by the California Legislature and is consistent with

the Public Trust Doctrine. Consequently, the proposed Board action is consistent with the Public Trust Doctrine.

A categorical determination of exclusion and notice of approval was previously issued for this project on October 14, 2025, and became effective 10 working days after notification to California Coastal Commission staff, since no appeals were received. Therefore, issuance of a Coastal Development Permit or subsequent exclusion is not required for the proposed Board action. The proposed Board action is considered excluded development pursuant to Sections 8.a. (Existing Facilities), 8.b. (Replacement or Reconstruction) and 8.d. (Minor Alterations to Land) of the District's Coastal Development Permit Regulations because the project would consist of repair and replacement of fender piles and associated equipment that would involve no expansion of use beyond that previously existing, would be located essentially on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, and would not involve the removal of mature, scenic trees.

Diversity, Equity, and Inclusion Program:

Not applicable.

PREPARED BY:

Devon Beach
Capital Project Manager, Engineering-Construction

Attachment(s):

Attachment A: Location Map, Section Views, and Photos
Attachment B: Resolution 2000-03
Attachment C: Construction Contract No. XXXX