



(For Board Meeting of August 26, 2005)

SUMMARY OF RECOMMENDATIONS
MEETING OF THE BUILDING AND OPERATING COMMITTEE
THURSDAY, AUGUST 25, 2005
(CHAIR JAMES EDDIE)

Item No. 1

Authorize execution of a professional services agreement with Anchor Environmental CA, L.P., relative to RFP No. 2006-FT-1, *Consultant to Provide Channel Maintenance Dredging Design and Permitting Support Services at Larkspur Ferry Terminal*, in an amount not to exceed \$275,000, to provide assistance in obtaining permits, to prepare design plans and bid documents, and to provide technical support during the construction phase of the project.

Action by the Board – Resolution

Item No. 2

Approve actions relative to Contract No. 2006-B-7, *Crane Truck*:

- a. Reject the apparent low bid of East Bay Ford Truck Sales, Inc.; and,
- b. Authorize the award of contract to Golden Gate Freightliner, Inc., dba Golden Gate Truck Center, in the amount of \$177,560.10.

Action by the Board – Resolution



Agenda Item No. 1

To: Building and Operation Committee/Committee of the Whole
Meeting of August 25, 2005

From: Ewa Z. Bauer, Deputy District Engineer
Denis J. Mulligan, District Engineer
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE EXECUTION OF A PROFESSIONAL SERVICES AGREEMENT WITH ANCHOR ENVIRONMENTAL CA, L.P., RELATIVE TO REQUEST FOR PROPOSAL NO. 2006-FT-1, CHANNEL MAINTENANCE DREDGING DESIGN AND PERMITTING SUPPORT SERVICES AT LARKSPUR FERRY TERMINAL**

Recommendation

The Building and Operating Committee recommends that the Board of Directors authorize execution of a Professional Services Agreement with Anchor Environmental CA, L.P., in an amount not to exceed \$275,000, to provide assistance in obtaining permits, design and prepare bid documents, and provide technical support during the Larkspur Ferry Terminal Channel Maintenance Dredging, relative to RFP No. 2006-FT-1, and establish a contingency for this Agreement in the amount of \$15,000, with the understanding that requisite funds are available in the Fiscal Year 2005/2006 Ferry Division Capital Budget.

This matter will be presented to the Board of Directors at its August 26, 2005, meeting for appropriate action.

Summary

The approach channel and the turning basin at the Larkspur Ferry Terminal require dredging approximately every three years to remove built-up sedimentation for maintaining safe operating depths and widths. The channel and turning basin were last dredged in November 2002 by the United States Army Corps of Engineers.

On June 30, 2005, the District issued a Request for Proposals to dredging design and environmental consultants to provide support services for obtaining regulatory agency permits for dredging, designing and preparing plans and technical specifications, and providing technical support during the channel dredging construction. By the due date of July 28, 2005, the Office of the District Secretary received proposals from five consulting firms specializing in environmental and dredging design services.

A selection committee, consisting of Engineering and Ferry staff, as well as the District's DBE Program Administrator reviewed the proposals. The District's legal counsel reviewed the proposals and determined that they all generally satisfied the solicitation requirements and that they are responsive. Because all proposals were found to be responsive and in good order, the District's selection committee interviewed all five teams. The selection committee evaluated and ranked the consultants based on the submitted proposals and interview presentations. The selection criteria included (1) consultant team qualifications and experience, (2) project understanding and approach, and (3) consultants' capabilities, which include their records of successfully performing similar work for both private and public agencies in the Bay Area. The final ranking of the consultants is as follows:

<u>RANK</u>	<u>COMPANY</u>
1	Anchor Environmental CA, L.P.
2	Moffatt & Nichol Engineers
3	Concept Marine Associates
4	Winzler & Kelly
5	Noble Consultants, Inc.

The selection committee agreed that the top-ranked consultant is best qualified to perform these services. The District Engineer concurs with this finding.

No contract-specific DBE goal was established for this contract. However, consultants were urged to obtain DBE participation and were required to document their activities in the solicitation and selection of subconsultants to ensure that this process was carried out in a nondiscriminatory manner. The DBE Program Administrator has determined that Anchor Environmental CA, L.P., has complied with the DBE requirements applicable to this contract. At this time, a 7% DBE participation is anticipated during the performance of this project.

As stated in the Request for Proposals, District staff reviewed the cost proposal from the highest ranked firm, Anchor Environmental CA, L.P., and has negotiated the scope of work and cost in an amount not to exceed \$275,000 for the services. Staff has determined that this price is reasonable and recommends award of a Professional Services Agreement relative to RFP No. 2006-FT-1, *Consultant to Provide Channel Maintenance Dredging Design and Permitting Support Services for the Larkspur Ferry Terminal*, to Anchor Environmental CA, L.P. The consultant will be compensated based upon actual time expended and expenses incurred, plus a fixed fee not to exceed the authorized amount.

Staff also recommends that a contingency in the amount of \$15,000 be established for this contract for any additional or changed scope that may develop while work proceeds.

Fiscal Impact

The estimated cost of these professional services relative to RFP No. 2006-FT-1, including contingency, is \$290,000. Funds in the amount of \$505,000 (80% FTA and 20% District) for staff and consultant costs are available in the FY 05/06 Ferry Division Capital Expenditures Budget.

Background

The District's Request for Proposals described the following scope of services:

- Performing a site condition hydrographic survey of the navigational channel and turning basin.
- Preparing a Sediment Sampling and Analysis Plan for approval by the Dredged Material Management Office (DMMO) of the United States Army Corps of Engineers.
- Performing sediment sampling and preparing a Sediment Characterization Report for approval by the DMMO.
- Assisting the District in securing all permits required for the work.
- Preparing design plans and specifications.
- Assisting the District in the bid solicitation process and bid review.
- Providing technical support during construction.
- Performing pre- and post-dredge surveys.

Upon execution of a Professional Services Agreement, the consultant will commence with assisting the District in securing the permits necessary for the dredging work. The District will be making the appropriate submissions for the permits and will be required to pay a separate fee to the permitting agencies. The consultant will also commence the hydrographic survey to determine the existing conditions and the quantity of material to be dredged, and will prepare a Sedimentation Sampling Plan for submission to the DMMO for approval. Design plans and technical specifications for the actual dredging work will proceed simultaneously with the permitting process. Staff anticipates completing the permitting, design work and advertising to award the dredging project in July of 2006.



Agenda Item No. 2

To: Building and Operating Committee/Committee of the Whole
Meeting of August 25, 2005

From: Kary H. Witt, Deputy General Manager/Bridge Division
Celia G. Kupersmith, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO CONTRACT NO. 2006-B-7,
CRANE TRUCK:**
a) **REJECT THE BID OF EAST BAY FORD SALES, INC.; AND,**
b) **AUTHORIZE AWARD OF CONTRACT NO. 2006-B-7 TO GOLDEN
GATE FREIGHTLINER, INC. DBA GOLDEN GATE TRUCK CENTER**

Recommendation

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to Contract No. 2006-B-7, *Crane Truck*:

- a) Reject the apparent low bid of East Bay Ford Truck Sales, Inc. as technically non-responsive; and,
- b) Authorize the award of Contract No. 2006-B-7 to Golden Gate Freightliner Inc., dba Golden Gate Truck Center, Oakland, California, in the amount of \$177,560.10, including all taxes, fees and charges. Funds for this procurement are included in the Fiscal Year 2005/2006 Bridge Division capital budget.

This matter will be presented to the Board of Directors at its August 26, 2005, meeting for appropriate action.

Summary

The District solicited bids to replace a 19-year old crane truck that has reached the end of its useful life and is no longer serviceable. Non-standard configuration of the crane truck is required due to lane width restrictions on the Bridge roadway and the need to remain stable while critical loads are lifted over the Bridge rail. The crane truck is used primarily on the Bridge but is also used at the Golden Gate Transit bus facilities and Golden Gate Ferry terminals.

Bid documents for Contract No. 2006-B-7, *Crane Truck*, were sent to seven prospective bidders. The Secretary of the District received two bids on Tuesday, August 16, 2005. Bid results are as follows:

COMPANY	TOTAL BID PRICE
East Bay Ford Truck Sales Inc. Oakland, CA	\$176,604.22
Golden Gate Freightliner, Inc. dba Golden Gate Truck Center Oakland, CA	\$177,560.10

Staff and the District's Attorney have reviewed these bids and find East Bay Ford Truck Sales, Inc., the apparent low bidder, submitted a bid that was non-responsive to the technical specifications. Specifically, the apparent low bidder submitted a bid for a truck model other than the one specified and failed to demonstrate and seek approval of that truck as being compliant with the technical requirements, as required. Therefore, it is recommended the District reject its bid. Staff and the District's Attorney find that the next lowest responsive bidder, Golden Gate Freightliner, Inc. dba Golden Gate Truck Center ("GGTC"), has submitted all required documents, and their bid is technically responsive to the specifications. GGTC's bid included some minor irregularities, which GGTC has clarified, such that the District may waive them. Since there were no subcontracting opportunities for this Contract, there were no Disadvantaged Business Enterprise (DBE) forms required for submittal. The DBE Program Office has determined that GGTC is not certified as a DBE. Therefore, no DBE participation is anticipated during the performance of this contract.

Fiscal Impact

The cost of Contract No. 2006-B-7, *Crane Truck*, is \$177,560.10. Funds for this procurement are included in the Fiscal Year 2005/2006 Bridge Division Capital Budget.