



Agenda Item No. 1

To: Building and Operation Committee/Committee of the Whole
Meeting of February 25, 2010

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

Subject: **AUTHORIZE EXECUTION OF AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH ANCHOR QEA, L.P. (FORMERLY KNOWN AS ANCHOR ENVIRONMENTAL CA, L.P.) RELATIVE TO REQUEST FOR PROPOSALS NO. 2008-FT-3, CONSULTANT TO PROVIDE BERTH AND CHANNEL MAINTENANCE DREDGING DESIGN AND PERMITTING SUPPORT SERVICES FOR THE LARKSPUR FERRY TERMINAL**

Recommendation

The Building and Operating Committee recommends that the Board of Directors authorize execution of an amendment to the Professional Services Agreement with Anchor QEA, L.P., (formerly known as Anchor Environmental CA, L.P.), relative to Request for Proposals (RFP) No. 2008-FT-3, *Consultant to Provide Berth and Channel Maintenance Dredging Design and Permitting Support Services for the Larkspur Ferry Terminal*, in an amount not to exceed \$85,000, to provide additional environmental and design services related to assistance in obtaining dredging and disposal permits, design and prepare bid documents for the Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Project, with the understanding that requisite funds are available in the FY 09/10 Ferry Division Capital Budget for the Berth and Channel Dredging Projects.

Summary

The four lay-up berths, turning basin, and two-mile long navigational channel, and at the Larkspur Ferry Terminal require maintenance dredging approximately every three to four years to remove built-up sedimentation for maintaining safe operating depths and widths. The berths were last dredged in November 2004, and the channel and turning basin were last dredged in November 2006.

In 2007, the District engaged an environmental consultant, Anchor QEA, L.P., to assist the District with obtaining environmental permits and performing dredging design for the next cycle of maintenance dredging of the berths, turning basin, and channel. The project was originally

planned to be performed in two phases: 1) maintenance berth dredging in 2008, and 2) channel/turning basin dredging in 2010. However, bathymetric surveys of the berths and channel performed in 2007 and 2008 indicated that the amount of sedimentation in the berth areas did not warrant dredging, and further analysis and design work was postponed. A subsequent, additional bathymetric survey was performed in 2009, which indicated that the sedimentation was at a level requiring dredging.

Staff has determined to combine the two phases into one construction dredge project. The postponement of the berth dredging allowed the District to defer the construction costs from 2008 to 2010. However, additional work for environmental documentation, permitting and design is needed to meet current regulatory requirements.

In order to complete the design and award a construction contract, the District is required to obtain approval from the U.S. Army Corps of Engineers (USACE), the San Francisco Bay Conservation and Development Commission, the San Francisco Bay Regional Water Quality Control Board, State Lands Commission, and U.S. Environmental Protection Agency. These agencies coordinate their approvals through the Dredged Material Management Office (DMMO) for disposal locations of the dredge sediments. The District received approvals to dispose of 100% of dredge sediments from the berths and channel in the Bay for the 2004 and 2006 dredging episodes. The District anticipated that for the upcoming dredging, DMMO would likely approve disposing 100% of the berth dredge sediments in the Bay, and disposing a portion of the channel sediments in the Bay and a portion at an alternate location.

The DMMO's Long Term Management Strategy for Disposal of Dredged Sediments significantly reduces the amount of material that may be disposed in the Bay each year and requires an analysis of different disposal options. The postponement, while saving money in the long term by reducing the total number of dredging episodes over time, will result in the USACE and DMMO requiring even more material to be disposed of at an alternate site, which requires additional sampling and testing.

The two currently viable alternate disposal locations are the San Francisco Deep Ocean Disposal Site and the upland Hamilton Wetland Restoration Project site in Novato, California. Each of these disposal locations requires different, specified sampling, testing and analysis of the sediment material to determine if the material is suitable for disposal at the locations. The amount of sampling, testing and analysis is dependent on the amount of material that will be disposed.

Since more material will be disposed of at one or both of these locations, additional sampling, testing and analysis is required. This additional work was not included in the original scope of services. Additional surveying and modifications to the construction plans and specifications are required to include provisions for disposing of the sediment material at multiple locations and for coordinating the work between the berth and channel. These changes are needed to obtain all the environmental permits and clearances required to proceed with the Project.

An amendment to the Professional Services Agreement with Anchor QEA, L.P., to authorize additional bathymetric surveys, sediment sampling, testing, analysis, logistical and

environmental permitting support is needed. The Consultant has estimated the cost of the additional services noted above to be \$85,000. Staff has reviewed and concurs with this cost estimate.

Design plans and technical specifications for the actual dredging work are proceeding simultaneously with the permitting process. Staff anticipates completing the permitting, design work, and advertising to award the Berths and Channel Dredging Project in June of 2010.

Fiscal Impact

The Larkspur Ferry Terminal Berth Dredging Project is included in the FY 09/10 Ferry Division Capital Budget at a total budget of \$2,133,000, and is funded with \$1,706,400 federal funds and \$426,600 District funds. The Larkspur Ferry Terminal Channel Dredging Project is included in the FY 09/10 Ferry Division Capital Budget at a total budget of \$13,400,000, and is funded with \$10,720,000 federal funds and \$2,680,000 District funds. Sufficient funds are available within these projects in the Ferry Division Capital Budget to finance these additional services.