



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole
Meeting of August 27, 2020

From: John R. Eberle, Deputy District Engineer
Ewa Z. Bauer-Furbush, District Engineer
Denis J. Mulligan, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO AWARD OF CONTRACT NO. 2020-BT-011, NOVATO BUS FACILITY UNDERGROUND STORAGE TANK SITE CLEANUP, TO ETIC**

Recommendation

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to award of Contract No. 2020-BT-011, *Novato Bus Facility Underground Storage Tank Site Cleanup*, as follows:

1. Authorize award of Contract No. 2020-BT-011 to ETIC, Pleasant Hill, CA, in the amount of \$5,893,899.75;
2. Establish a construction contingency for Contract No. 2020-BT-011 in the amount of \$589,400 equal to 10% of the contract award amount; and,
3. Authorize an increase in the amount of \$5,100,300 in the FY 20/21 Bus Transit Division Capital Budget for Project #2132, D2 (Novato Bus Facility) Pavement & Remediation, to be funded from District reserves, for a revised total Project #2132 budget of \$7,100,300.

This matter will be presented to the Finance Committee at its August 27, 2020, meeting for concurrence and to the Board of Directors at the August 28, 2020, meeting for appropriate actions.

Summary

The Golden Gate Bridge, Highway and Transportation District's (District's) Bus Transit Division operates commuter bus service out of three dispatch, parking and maintenance facilities, namely, the San Rafael Bus Facility (D1), the Novato Bus Facility (D2), and the Santa Rosa Bus Facility (D3). Each facility maintains an on-site supply of diesel fuel that is stored in underground and aboveground fuel storage tanks (USTs and ASTs).

At the Novato Bus Facility, the original underground fuel storage tanks were installed in 1975, and were constructed of fiberglass materials. In 1977, the District discovered a leak in the underground piping system connecting the underground fuel tanks, and determined that the leaked fuel had infiltrated the surrounding soils and the groundwater beneath the tanks. The leak was repaired and

a portion of the leaked fuel was recovered from the site but a portion of the leaked fuel migrated away from the immediate vicinity of the leak and remained on site. In 1998, the fiberglass underground storage tanks were removed and replaced with new double-walled underground steel tanks and piping.

The District reported the leak and initial cleanup activities to the San Francisco Regional Water Quality Control Board (RWQCB) and began working with the RWQCB to develop a cleanup and mitigation plan for the site. The District subsequently performed multi-phase site investigations using soil borings and monitoring wells to determine the lateral extent and depth of the impacted soils and groundwater. The investigations have revealed that areas of contaminated soils are localized onsite, and that contaminated groundwater has not migrated beyond the property boundaries. The District has been monitoring the site periodically since 1994 and analyzing the monitoring results to determine if the diesel fuel that remained on site had naturally degraded to a level such that further monitoring and mitigation measures could cease.

The monitoring determined that the natural degradation of the diesel was not occurring at a sufficient pace and pockets of free-phase diesel were identified in the soil and groundwater at the site, so in 2015, under the oversight of the RWQCB, the District prepared a Feasibility Study/Corrective Action Plan for cleanup of the site. The Corrective Action Plan determined that excavation of the contaminated soils and extraction of contaminated groundwater were the preferred methodologies for cleanup of the site. The cleanup methodology has been approved by the RWQCB. The RWQCB has also expressed eagerness to close all UST fuel contaminated sites within its jurisdiction, and has instructed the District to complete the site cleanup at the Novato Bus Facility as quickly as possible.

The District has developed a construction contract, Contract No. 2020-BT-011, *Novato Bus Facility Underground Storage Tank Site Cleanup*, to accomplish the site cleanup, which involves the following work:

- instituting County Health Official and OSHA guidelines for construction work during the COVID-19 epidemic;
- saw cutting and demolition of existing asphalt and concrete surfaces;
- designing and installing permanent sheet pile shoring to protect existing buildings;
- designing and installing temporary shoring of the areas to be excavated;
- removing and replacing buried utilities including water, sewer, electrical and communication lines that lie within the excavation area;
- excavating, stockpiling and reuse of 4,000 cubic yards of overburden soil fill materials;
- excavating and off-haul of 11,000 cubic yards of diesel-contaminated soils;
- extracting groundwater, treatment and disposal of the groundwater;
- backfilling the excavated area with clean existing overburden soils and imported soils;
- installing four (4) new monitoring wells;

- resurfacing the excavated area of the bus lot with hot-mix asphalt and reinforced concrete pavement;
- replacing pavement markings and striping of the new asphalt surface.

During the cleanup construction activities, the Novato Bus Facility will be closed to normal bus operations, except for staging of buses during the day between runs. The facility will remain closed during the construction period of September 2020 thru February 2021.

The construction contract, Contract No. 2020-BT-011, was advertised for bids on June 9, 2020. The project advertisement was posted three times in two newspaper(s), three times on the builder's exchange, and was emailed to 238 Small Business Enterprise (SBE) firms. Thirty-eight firms downloaded the bid package from the District's procurement portal. The advertising period was extended by two weeks to accommodate requests from interested bidders. On July 28, 2020, the following bids were received, opened and publicly read:

	<u>COMPANY</u>	<u>TOTAL BID PRICE</u>
1.	ETIC Pleasant Hill, CA	\$5,893,899.75
2.	Granite Petroleum Spokane, WA.	\$6,462,042.00
3.	American Integrated Services Wilmington, CA	\$6,583,200.00

The Engineering staff, Disadvantaged Business Enterprise (DBE) Program Administrator and Attorney have evaluated the three bids.

A Small Business Enterprise (SBE) goal of 13% was established for this contract. Bidders were required to document their activities in the solicitation and selection process of subcontractors, subconsultants, and suppliers to ensure that this process was carried out in a nondiscriminatory manner. The DBE Program Administrator has determined that ETIC has complied with the DBE/SBE Program requirements applicable to this contract. ETIC is an SBE and will subcontract to other SBE firms, none of which are a DBE. At this time, SBE participation of approximately 67.3% is anticipated during the performance of this contract.

Engineering staff reviewed the bid proposals for completeness and conformance with the bid solicitation requirements and determined that ETIC's proposal complies with the requirements. Engineering staff performed a cost analysis of the bid, comparing the pricing to staff's estimate and to previous projects with similar work. All three bids exceeded the Engineer's estimate of \$4,000,000, but were within 12% of each other. Engineering staff determined that their estimates for furnishing and installing shoring around the perimeter of the excavation area and for excavation and disposal of contaminated soils were underestimated, which explains the discrepancy between the Engineer's estimate and the three bids. Staff determined that ETIC's pricing for the work is fair and reasonable. The Engineering staff and Attorney determined that ETIC, with a bid price of \$5,893,899.75, is the lowest responsive and responsible bidder and recommends award of Contract 2020-BT-011 to ETIC.

It is recommended that a contingency in an amount of \$589,400, or 10% of the construction contract total price, be established for Contract No. 2020-BT-011 in the event of unforeseen circumstances arising during construction.

Fiscal Impact

Project #2132, D2 (Novato Bus Facility) Pavement & Remediation, is included in the FY 20/21 Bus Transit Division Capital Budget in the amount of \$2,000,000 and is 100% District funded. A project budget increase of \$5,100,300, to be funded with District reserves, is necessary to fully fund Project #2132 at the proposed budget of \$7,100,300.

It is recommended that the proposed budget for Project #2132 be established as follows:

<u>PROJECT #2132 BUDGET ITEM</u>	<u>COST</u>
Construction	
Construction Contract No. 2020-BT-011	\$5,893,900
Construction Contract Contingency (10%)	589,400
Construction Support Services and Testing (Consultants)	160,000
Construction Administration – District Staff Burdened Labor	258,000
Indirect Costs (ICAP) on District Staff Burdened Labor - Estimated	164,000
General Project Expenditures	35,000
TOTAL BUDGET	\$7,100,300