



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole
Meeting of August 26, 2021

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

Subject: **APPROVE ACTIONS RELATIVE TO THE AWARD OF PROFESSIONAL SERVICES AGREEMENT NO. 2021-F-018, LARKSPUR FERRY TERMINAL BERTH AND CHANNEL MAINTENANCE DREDGING DESIGN, PILE DESIGN AND PERMIT SUPPORT SERVICES, TO ANCHOR QEA, LLC.**

Recommendation

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to Professional Services Agreement (PSA) No. 2021-F-018, *Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design, Pile Design and Permit Support Services*:

1. Approve award of PSA No. 2021-F-018, to Anchor QEA, LLC, San Francisco, California, in an amount not-to-exceed \$632,000, to perform dredging design, piling design and construction permitting services; and,
2. Establish a 15% contingency for PSA No. 2021-F-018 in the amount of \$95,000,

with the understanding that sufficient funds to finance the PSA and its contingency are available in the budget for the Larkspur Ferry Terminal Berth and Channel Dredging Design Project (Project #2242).

This matter will be presented to the Board of Directors at its August 27, 2021, meeting for appropriate action.

Summary

The Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Ferry on three ferry routes connecting Marin County and the City and County of San Francisco: the San Francisco/Larkspur route, the San Francisco/Sausalito route and the San Francisco/Tiburon route.

The Larkspur Ferry Terminal is located at 101 East Sir Francis Drake Blvd, Larkspur, at the terminus of the Corte Madera Creek.

The Larkspur Ferry Terminal's four lay-up berths, turning basin and two mile long navigational channel require periodic dredging to remove built-up sedimentation that accumulates in the waterway from natural sedimentation processes associated with runoff from the adjacent Corte Madera Creek and from wind and wave action in the adjacent tidal flats and the San Francisco Bay. The dredging is necessary to maintain safe operating depths and widths of the waterway. The four berths, turning basin and two mile long navigation channel were last dredged in November 2015. It is also necessary to perform inspections of the existing navigation piles located on either side of the two mile long navigation channel to assess their condition. If damage to the piles is discovered, the design of pile repairs will have to be performed prior to performing the repairs.

The Larkspur Ferry Terminal is the location where the District's seven ferry vessels are berthed each night after daily operations. Due to the limited space within the four berths and the berth configurations, tying up the seven vessels is challenging. The Ferry Division has requested that additional tie-up piles be installed within the four berths to allow for more efficient overnight vessel berthing operations.

In addition, the Ferry Division is investigating the feasibility of developing an alternative location to berth its vessels overnight and requested that an investigation be made of an existing inlet located within the two mile long navigation channel near San Quentin Prison for such use. The investigation will include determining the existing bathymetry within the inlet to determine if dredging would be required to allow sufficient clearance for use as a temporary berthing area, characterizing the sediment that would need to be dredged within the inlet to determine disposal options, determining the permitting necessary for dredging the sediment, and determining what if any mitigation would be required if the District chose to move forward with using the site as a temporary berthing area.

On June 8, 2021, the District advertised on its website and sent to 75 firms a Request for Statement of Qualifications and Proposals, RFQ/RFP No. 2021-F-018 , *Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design, Pile Design and Permit Support Services*, to environmental and engineering consultants to provide professional design, environmental clearance documents, and permitting support services for (i) maintenance dredging of the four terminal berths, the turning basin and the two mile long navigational channel between the terminal and the San Francisco Bay, (ii) inspection and design of pile repairs to the existing navigation pilings, (iii) the installation of two (2) new steel pilings to be located in the berths to be used for tying up vessels, and (iv) investigation of new dredging of an inlet to the north of the navigational channel near San Quentin Prison. During the solicitation period, 55 firms downloaded the documents.

By the solicitation's due date of July 12, 2021, the Office of the District Secretary received proposals from three consulting firms as follows:

1. Anchor QEA, LLC, San Francisco, CA
2. FOTH, Novato, CA
3. Hadley Aldrich, Oakland, CA

Representatives from the Engineering Department as well as the District's Disadvantaged Business Enterprise (DBE) Program Administrator and the District's Attorney, reviewed the proposals and determined that they were all responsive to the solicitation requirements.

The District's selection committee, consisting of the Deputy District Engineer, one Senior Engineer, and one Senior Civil Engineer, reviewed, evaluated and ranked the proposals in accordance with the selection criteria specified in the RFQ/RFP, including professional qualifications; past project experience of the consultant team; project understanding and methodology of providing services for this design contract; and the consultants' capabilities, including their track record of successfully performing similar work. In accordance with the provisions listed in the RFQ/RFP, the three firms were invited to interview. The oral interviews were held on July 22, 2021, at which time each firm presented their team and proposal to the Selection Committee. The Selection Committee evaluated and ranked the consultant firms' oral interview presentations in accordance with the RFQ/RFP selection criteria. Reference checks of the personnel proposed by the consultant firms were also conducted. The final ranking of the consultants is as follows:

1. Anchor QEA, LLC
2. Hadley Aldrich
3. FOTH

The Selection Committee agreed that the top-ranked consultant, Anchor QEA, LLC, is the most qualified to perform these services. The District Engineer concurs with this finding.

The consultant's scope of services will include:

1. Performing a condition hydrographic survey of berths, turning basin and two mile long navigational channel, and an inlet near the San Quentin shoreline.
2. Preparing a sediment sampling and analysis plan (SAP) for submittal to the Dredge Materials Management Office (DMMO), perform sediment sampling, and prepare a report for submittal to the DMMO. Prepare a SAP for the inlet area near San Quentin and perform sediment sampling in the new inlet area and prepare a sampling report.
3. Preparing a Disposal Alternatives Analysis in support of the disposal permit request for submittal to the DMMO.
4. Performing a geotechnical investigation for the new piling.
5. Performing an existing pile condition inspection.
6. Assisting the District in obtaining permits for the work, including consultations with regulatory agencies regarding work windows for the green sturgeon, clapper rail, and any other listed species of concern.
7. Evaluating permits required for new dredging work at the San Quentin inlet area including installation of piling.
8. Preparing design plans and technical specifications for dredging, new piles and repairs of existing piles.
9. Assisting the District in the advertisement for construction bids.

As stated in the RFQ/RFP, after the qualifications-based ranking of consultants was established, District staff opened and reviewed a sealed cost proposal submitted by the highest ranked firm, Anchor QEA. Staff conducted a cost analysis and negotiated a total not-to-exceed price of \$632,000 for the services. Staff has determined that this not-to-exceed price is fair and reasonable based on the scope of services requested by the District and historic cost data of similar services provided by consultants on previous dredging design contracts.

A Small Business Enterprise (SBE) contract-specific goal of 2.5% was established for this RFQ/RFP. The District’s DBE Program Administrator has determined that Anchor QEA has met the 2.5% SBE goal and is responsive to the District’s DBE/SBE requirements for this contract. At this time, approximately 59.5% SBE participation is anticipated, including 10% DBE participation, during the performance of this contract.

Staff recommends that the Building and Operating Committee recommend to the Board of Directors an award of Professional Services Agreement (PSA) No. 2021-F-018, *Larkspur Ferry Terminal Berth and Channel Dredging and Pile Design and Permit Support Services*, to Anchor QEA, LLC, for a not-to-exceed price of \$632,000. Due to the uncertain nature of regulatory requirements that may be required from the permitting agencies for the work, staff recommends the establishment of a 15% contingency in the amount of \$95,000 for this PSA, for any additional scope that may develop while work progresses. The consultant will be compensated based upon actual time expended and expenses incurred, plus a fixed fee within the authorized not-to-exceed amount.

Fiscal Impact

Project #2242, *Larkspur Ferry Terminal Berth and Channel Dredging Design*, was approved in the FY22 Ferry Division Capital Budget in the amount of \$1,232,000, funded with \$985,600 (80%) Federal Transit Administration (FTA) funds and \$246,400 (20%) District funds. Sufficient funds are available in the Project’s budget to finance the proposed PSA amount and PSA contingency.

TABLE 1: PROJECT BUDGET - #2242, Larkspur Ferry Terminal Berth and Channel Dredging Design

DESCRIPTION	TOTAL PROJECT BUDGET
Design Services, PSA No. 2021-F-018	\$ 632,000
Design Services, Contingency (15%)	95,000
District Staff Costs (Labor + Fringe Benefits)	278,000
District Staff Indirect Cost Markup (ICAP)	176,000
Permit Fees	15,000
Printing/Advertising	26,000
General Project Expenditures	10,000
GRAND TOTAL	\$1,232,000