



Agenda Item No. (6)

To: Building and Operating Committee/Committee of the Whole
Meeting of June 23, 2022

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

Subject: **APPROVE ACTIONS RELATIVE TO PROFESSIONAL SERVICES AGREEMENT NO. 2021-F-018, LARKSPUR FERRY TERMINAL BERTH AND CHANNEL MAINTENANCE DREDGING DESIGN, PILE DESIGN AND PERMIT SUPPORT SERVICES, WITH 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*, with Anchor QEA, LLC (Anchor), as follows:

1. Contingent upon the award of construction Contract No. 2022-F-083 for the Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Project, authorize execution of the First Amendment to PSA No. 2021-F-018, in an amount not to exceed \$136,110, for engineering support services during the dredging with the First Amendment to be executed on or after July 1, 2022, which is consistent with the Larkspur Ferry Terminal Berth and Channel Dredging – Construction Project (Project #2340) being budgeted in Fiscal Year 2022/23; and,
2. Establish a 15% contingency for PSA No. 2021-F-018 in the amount of \$20,420,

with the understanding that sufficient funds are available in the FY 22/23 Ferry Division Capital Budget for the Larkspur Ferry Terminal Berth and Channel Dredging – Construction, Project #2340 to finance these actions.

This matter will be presented to the Board of Directors at its June 24, 2022, meeting for appropriate action.

Summary

The Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Ferry on four ferry routes connecting Marin County and the City and County of San Francisco: the San

Francisco/Larkspur route, the San Francisco/Sausalito route, the San Francisco/Tiburon route and the San Francisco/Angel Island 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 the natural sedimentation processes associated with runoff from the adjacent Corte Madera Creek and from 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.

On August 27, 2021, by Resolution No. 2021-068, the Board of Directors authorized the award of PSA No. 2021-F-018, *Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design, Pile Design and Permit Support Services*, to Anchor QEA, LLC, 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, if necessary, 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.

Anchor completed the environmental clearances, permitting, design and construction documents for the dredging work and on April 12, 2022, the District advertised for construction Contract No. 2022-F-083, *Larkspur Ferry Terminal Berths and Channel Maintenance Dredging*, which includes maintenance dredging of the four berths, the turning basin, and the navigational channel at the Larkspur Ferry Terminal and disposal of the dredge material at in-bay disposal locations and at permitted upland beneficial re-use locations. Consistent with established engineering practices, the administration and management of the Larkspur Ferry Terminal Berth and Channel Dredging Project construction will require that Anchor, who is the project design consultant, to provide engineering support services during construction of the Project. The services will consist of:

- Reviewing and recommending approval of Contractor's technical submittals;
- Coordinating the submission of the District's Pre-Dredge Survey and the Contractor's Dredging Operation Plan with permitting agencies in order to obtain approval to commence dredging;
- Preparing written responses to Contractor's requests for information regarding the design;
- Attending weekly coordination meetings with the District and Contractor;
- Providing weekly site visits to inspect the dredging operations for compliance with the design documents and permits;
- Providing reviews and recommendations on the Contractor's progress surveys and payment requests;
- Providing recommendations for the resolution of different site condition issues during construction;
- Preparing plans and specifications if necessary for construction contract change orders covering changes to the work; and,

- Performing a post-dredge hydrographic survey as required by the permitting agencies to confirm that the dredging work was performed to the specified limits and in accordance with the permits and authorizations.

Anchor, as the consultant responsible for the design, is uniquely qualified and capable to perform the design engineering support services during construction.

Engineering staff has negotiated with Anchor a not-to-exceed price of \$136,110 for engineering support services during the construction period. Staff has determined that this not to-exceed price is reasonable based on the scope of work, with historic costs for engineering support services provided by consultants for other similar projects, and that the costs are consistent with Anchor’s costs for its design services. Anchor will be compensated for actual time expended and expenses incurred plus a fixed fee, up to the authorized not to exceed amount.

Staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize the execution of the First Amendment to PSA No. 2021-F-018 as presented in this report, conditioned upon the award of construction Contract No. 2022-F-083 for the Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Project.

Staff also recommends that a contingency for this PSA amendment in the amount of \$20,420, or 15% of the amendment amount, be established to provide a budget for any additional or changed work scope that may develop while work progresses. A 15% contingency is recommended due to the uncertainty involved with dredging work and the regulatory agency environmental compliance requirements.

At this time, the Disadvantaged Business Enterprise (DBE) Program Administrator has determined that no DBE or Small Business Enterprise (SBE) subconsultants will perform work associated with this Amendment.

Fiscal Impact

Project #2340, Larkspur Ferry Terminal Berth and Channel Dredging - Construction, is included in the proposed FY 22/23 Ferry Division Capital Budget. There are sufficient funds in Project #2340’s budget to finance the \$136,110 First Amendment amount to PSA No. 2021-F-018, and the \$20,420 amendment contingency amount, for the total amount of \$156,530, to be executed on or after July 1, 2022, as recommended in this report.

As reported in a separate staff report item No. 3 presented at the Committee meeting, the proposed \$17.9 million budget for Project #2340 funded with \$14,320,000 (80%) Federal Transit Administration (FTA) funds and \$3,580,000 (20%) District funds is as follows:

<u>PROJECT BUDGET ITEM</u>	<u>COST</u>
Construction	
Construction Contract No. 2022-F-083	\$13,975,500
Construction Contract Contingency (15%)	2,096,325
Construction Administration – District Staff	580,000
Indirect Costs (ICAP) District Staff – Estimated	250,000

Engineering Support Services During Construction – Consultant	156,530
General Project Expenditures	100,000
Environmental Compliance	50,000
In-Bay Sediment Disposal Fees (Water Board)	150,000
Other Sediment Disposal Fees	400,000
Project Reserves	141,645
TOTAL BUDGET	\$17,900,000

The history of PSA No. 2021-F-018 is as follows:

ACTION	AMOUNT	FINANCING SOURCE
Award PSA No. 2021-F-018, Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design, Pile Design and Permit Support Services; Resolution No. 2021-068	\$632,000	80% FTA/20% District
First Amendment, Engineering Support Services during Construction	\$136,110	80% FTA/20% District
PROPOSED TOTAL PSA AMOUNT	\$768,110	80% FTA/20% District