



Agenda Item No. (4)

To: Building and Operating Committee/Committee of the Whole
Meeting of July 23, 2026

From: John R. Eberle, District Engineer
Denis J. Mulligan, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO EXECUTION OF
PROFESSIONAL SERVICES AGREEMENT NO. 2026-F-007,
LARKSPUR FERRY TERMINAL BERTH AND CHANNEL MAINTENANCE
DREDGING DESIGN AND PERMIT SUPPORT SERVICES, WITH
MOFFATT & NICHOL**

Recommendation

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to Professional Services Agreement (PSA) No. 2026-F-007, *Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design and Permit Support Services*:

1. Authorize execution of PSA No. 2026-F-007, to Moffatt & Nichol, Walnut Creek, CA, in an amount not-to-exceed \$704,611, to perform professional dredging design, environmental clearance and construction permitting support services for maintenance dredging at the Larkspur Ferry Terminal; and,
2. Authorize establishing a contingency, in the amount of \$70,461, for PSA No. 2026-F-007.

Sufficient funds for the PSA and its contingency are included in the budget for Project #2642, *Larkspur Ferry Terminal Berth and Channel Dredging Design Project*.

This matter will be presented to the Board of Directors at its July 24, 2026, 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 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 2022. It is also necessary to perform inspections of the existing navigation piles located on either side of the navigation channel to assess their condition. If damage to the piles is discovered, it may be necessary to perform the design of pile repairs prior to performing the repairs.



Figure 1 – Aerial view of Larkspur Ferry Terminal and Navigation Channel



Figure 2 - Aerial view of Larkspur Ferry Terminal and Berths

On May 13, 2026, the District advertised on its public procurement portal a Request for Statement of Qualifications and Proposal, RFQ/RFP No. 2026-F-007, *Larkspur Ferry Terminal Berth and Channel Maintenance Dredging 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; and, (ii) inspection and design of pile repairs to the existing navigation pilings.

A total of 16 firms downloaded the documents from the District's website. By the due date of June 10, 2026, four proposals were uploaded to the District's procurement portal as follows:

1. Anchor QEA, LLC, San Francisco, CA
2. Foth & Van Dyke and Associates, Inc., Petaluma, CA
3. Haley & Aldrich, Inc., Walnut Creek, CA
4. Moffatt & Nichol, Walnut Creek, CA

Representatives from the Engineering Department as well as the District's Manager, Small Business Enterprise (SBE) Compliance Programs, 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 one Directing Civil Engineer, one Senior Engineer, one Senior Civil Engineer, and one Assistant 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 firms were ranked, and the top three firms were invited to interview.

The oral interviews were held on June 29, 2026, 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. Moffatt & Nichol, Walnut Creek, CA
2. Anchor QEA, LLC, San Francisco, CA
3. Haley & Aldrich, Walnut Creek, CA

The Selection Committee agreed that the top-ranked consultant, Moffatt & Nichol, 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.
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.
3. Preparing a Disposal Alternatives Analysis in support of the disposal permit request for submittal to the DMMO.
4. Performing an existing pile condition inspection.

5. 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.
6. Preparing design plans and technical specifications for dredging and repairs of existing piles.
7. 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, Moffatt & Nichol. Staff conducted a cost analysis and negotiated a total not-to-exceed price of \$704,611 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 9.5% was established for this RFQ/RFP. The District's Manager, SBE Compliance Programs has determined that Moffatt & Nichol met the 9.5% SBE goal and is responsive to the District's SBE requirements for this contract. At this time, approximately 44% SBE participation is anticipated during the performance of this contract.

Engineering staff recommends that the Building and Operating Committee recommend that the Board of Directors approve authorizing execution of PSA No. 2026-F-007, *Larkspur Ferry Terminal Berth and Channel Maintenance Design and Permit Support Services*, to Moffatt & Nichol, in the not-to-exceed price of \$704,611. Due to the uncertain nature of regulatory requirements that may be required from the permitting agencies for the work, staff also recommends that a PSA contingency in the amount of \$70,461 be established for any additional or changed scope of services that may develop while work proceeds. 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 #2642, *Larkspur Ferry Terminal Berth and Channel Dredging Design*, is included in the FY26/27 Ferry Division Capital Budget in the amount of \$1,301,000, funded with \$1,040,800 (80%) Federal Transit Administration (FTA) funds and \$260,200 (20%) District funds. Sufficient funds are available in the Project #2642 budget to fund the \$704,611 cost of the PSA No. 2026-F-007 and the \$70,461 PSA contingency, for a total amount of \$775,072.

TABLE 1: PROJECT BUDGET - #2642, Larkspur Ferry Terminal Berth and Channel Maintenance Dredging Design and Permit Support Services

DESCRIPTION	TOTAL PROJECT BUDGET
Design Services, PSA No. 2026-F-007	\$704,611
Design Services, Contingency (10%)	\$70,461
District Staff Costs (Labor + Fringe Benefits)	\$300,000
District Staff Indirect Cost	\$90,000
Permit Fees	\$100,000
Printing/Advertising	\$15,000
General Project Expenditures	\$20,928
GRAND TOTAL	\$1,301,000