



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole
Meeting of July 24, 2025

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

Subject: **APPROVE ACTIONS RELATIVE TO EXECUTION OF PROFESSIONAL SERVICES AGREEMENT NO. 2025-F-026, LARKSPUR FERRY TERMINAL DIESEL EXHAUST FLUID STORAGE TANK AND TRANSFER INFRASTRUCTURE ENGINEERING DESIGN 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. 2025-F-026, *Larkspur Ferry Terminal Diesel Exhaust Fluid (DEF) Storage Tank and Transfer Infrastructure Engineering Design Services*:

1. Authorize execution of PSA No. 2025-F-026, with Moffatt & Nichol, Walnut Creek, CA, in an amount not-to-exceed \$658,284, to perform engineering design services for a DEF storage tank and transfer infrastructure project at the Larkspur Ferry Terminal; and,
2. Establish a 15% contingency for PSA No. 2025-F-026 in the amount of \$98,743;

with the understanding that sufficient funds are available in the Fiscal Year 2025/2026 Ferry Division Capital Budget for Project #2540, *LFT DEF Storage and Transfer Infrastructure Design* to finance these actions.

This matter will be presented to the Board of Directors at its July 25, 2025, meeting for appropriate action.

Summary

The Golden Gate Bridge, Highway and Transportation District (District) operates the Golden Gate Ferry on four (4) 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/Angel Island route and the San Francisco/Tiburon route.

The Larkspur Ferry Terminal is located at 101 East Sir Francis Drake Blvd in Larkspur, CA and is the District's primary location for berthing, maintaining, and fueling ferry vessels. The Larkspur Ferry Terminal is an active public transit hub with a public parking lot, terminal building,

administrative and maintenance buildings, vessel berths, and a fuel farm. The Larkspur fuel farm includes four (4) 75,000-gallon capacity aboveground steel diesel fuel storage tanks that are used to fuel the District's fleet of 7 ferry vessels.

To comply with the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) Commercial Harbor Craft (CHC) emission requirements, the District's ferry fleet must reduce nitrogen oxides (NOx) and particulate matter (PM) emissions to stringent new limits. EPA Tier 4 standards, which apply to new marine diesel engines, and CARB's 2022 CHC regulation, which phases in low emission standards for in-use vessels, effectively necessitate the use of selective catalytic reduction (SCR) technology. SCR systems require DEF, a solution of 32.5% urea and 67.5% deionized water, which is injected into the exhaust stream where it reacts with NOx to form nitrogen and water vapor. The District's new Liwa-class ferries will be delivered with Tier 4 compliant engines and will require DEF immediately upon entering service. Over time, all of the District's existing vessels will also need to utilize DEF as they are replaced or upgraded to meet the regulatory requirements.

To support this transition and ensure compliance, Ferry Division staff determined that a dedicated DEF storage tank and piping system at the Larkspur Ferry Terminal is necessary to deliver DEF efficiently to all ferry berths.

The Ferry Division and Engineering Department staff developed a scope of services for the design of the project, which consists of, in general, the following:

- (i) Review of project site, existing site infrastructure, and development of three conceptual tank and piping layouts;
- (ii) Concept selection and design development, including concept rendering, topography survey, utility design, foundation design, drawings, specifications, and cost estimate development;
- (iii) Environmental evaluation and permitting;
- (iv) Preparation of final bid documents;
- (v) Project Management

On May 6, 2025, the District advertised on its public procurement portal and bid distribution centers, a Request for Statement of Qualifications and Proposals, RFQ/RFP No. 2025-F-026, *Larkspur Ferry Terminal DEF Storage Tank and Transfer Infrastructure Engineering Design Services*, seeking professional consultants specializing in design, environmental and permitting services necessary for DEF storage tank, pumping and piping projects. A pre-proposal meeting was held on May 21, 2025, at the Larkspur Ferry Terminal with representatives from the District's Engineering Department, Ferry Division, and the Manager of Small Business Enterprise (SBE) Compliance Programs. A total of 12 firms downloaded the documents from the District's website.

By the due date of June 3, 2025, two proposals were uploaded to the District's procurement portal as follows:

1. Moffatt & Nichol, Walnut Creek, CA
2. KPFF Consulting Engineers, San Francisco, CA

Representatives from the District's Engineering Department, the District's Manager of SBE Compliance Programs, and the District's Attorney, reviewed the proposals and determined that both proposals were responsive to the solicitation requirements.

The District's selection committee, consisting of one Directing Civil Engineer, one Senior Civil Engineer, and a representative from the Ferry Division reviewed each proposer's response to the selection criteria specified in the RFQ/RFP, including the qualifications and experience of the consultant team, the consultant's project understanding and methodology of providing the requested services, and consultant's records of successfully performing similar work and determined that both had the qualifications and experience necessary to perform the services.

The District's selection committee interviewed both firms and ranked them in accordance with the criteria listed in the RFQ/RFP documents. Upon completion of the interviews, the selection committee determined that Moffatt & Nichol is the highest ranked proposer and has the best qualifications and experience necessary to perform the requested services. The District Engineer concurs with this finding.

In accordance with the procedures specified in the RFQ/RFP, staff opened Moffatt & Nichol's sealed cost proposal. After performing a review and analysis of the scope of services and cost proposal, staff negotiated a total not-to-exceed price of \$658,284 for the services. Staff has determined that this not-to-exceed price is fair and reasonable based on the scope of work and historic cost data for similar services provided by consultants on other District contracts.

An SBE contract-specific goal of 8.6% was established for this RFP. Proposers were strongly encouraged to obtain SBE participation and were required to document their activities in the solicitation and selection of subconsultants and suppliers to ensure that this process was carried out in a nondiscriminatory manner. The Manager of SBE Compliance Programs has determined that Moffatt & Nichol has met the 8.6% SBE goal and is responsive to the District's DBE/SBE requirements for this contract. At this time, approximately 20.5% SBE participation, including 7.4% DBE participation, is anticipated during the performance of this contract.

Engineering staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize execution of PSA No. 2025-F-026, *Larkspur Ferry Terminal DEF Storage Tank and Transfer Infrastructure Engineering Design Services*, to Moffatt & Nichol, for a not-to-exceed amount of \$658,284, and also recommends a 15% contract contingency in the amount of \$98,743 be established for this PSA for any additional permitting reviews or changed scope of services that may develop while work proceeds. The consultant will be compensated based on actual time expended and expenses incurred, plus a fixed fee within the authorized not-to-exceed amount.

Fiscal Impact

Project #2540, *LFT DEF Storage and Transfer Infrastructure Design*, is included in the FY 25/26 Ferry Division Capital Budget in the amount of \$1,185,000 and is 80% Federal Transit

Administration (FTA) funded and 20% District-funded. There are sufficient funds in Project #2540 to finance the PSA amount of \$658,284 and contingency amount of \$98,743, for a total amount of \$757,027.

It is recommended that the proposed budget for Project #2540 be established as follows:

<u>PROJECT #2540 BUDGET ITEM</u>	<u>COST</u>
Construction Administration – District Staff Burdened Labor	\$220,000
Indirect Costs (ICAP) on District Staff Burdened Labor - Estimated	\$87,000
Printing and Advertising	\$10,000
General Project Expenditures, Permits, and Fees	\$50,973
PS&E Contract	\$658,284
PS&E Contract Contingency	\$98,743
Permits and Fees	\$60,000
TOTAL PROJECT BUDGET	\$1,185,000