



(For Board Meeting of January 26, 2007)

**SUMMARY OF RECOMMENDATIONS**  
**MEETING OF THE BUILDING AND OPERATING COMMITTEE/**  
**COMMITTEE OF THE WHOLE**  
**THURSDAY, JANUARY 25, 2007**  
**(CHAIR JAMES C. EDDIE)**

**Item No. 1**

Authorize award of contract to Huser Integrated Technologies, Inc., in the amount of \$174,421.22, to provide a state-of-the-art digital video recording system with the ability to interface to the new FasTrak toll system.

**Action by the Board – Resolution**

**Item No. 2**

Authorize award of contract to Stephens Construction, Inc., in the amount of \$543,088, for fuel pipeline replacement at the Larkspur Ferry Terminal, authorize a contingency fund in the amount of \$54,308, and authorize a budget increase in the amount of \$68,000, as concurred with by the Finance-Auditing Committee at its meeting of January 25, 2007.

**Action by the Board – Resolution**

**Item No. 3**

Authorize execution of Change Order Nos. 1, 2 and 3 to the contract with Bay Ship & Yacht, in the total amount \$316,817, for vessel refurbishment.

**Action by the Board – Resolution**



Agenda Item No. 1

To: Building and Operating Committee/Committee of the Whole  
Meeting of January 25, 2007

From: Kary H. Witt, Deputy General Manager/Bridge Division  
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE AWARD OF CONTRACT NO. 2007-B-6, TOLL BOOTH  
VIDEO RECORDING SYSTEM, TO HUSER INTEGRATED  
TECHNOLOGIES, INC.**

### **Recommendation**

The Building and Operating Committee recommends that the Board of Directors authorize award of Contract No. 2007-B-6, *Toll Booth Video Recording System*, to Huser Integrated Technologies, Inc. of Portland, Oregon, in the amount of \$174,421.22, with the understanding that sufficient funds for this procurement are available in the FY 06/07 Bridge Division Capital Budget.

This matter will be presented to the Board of Directors at its meeting of January 26, 2007, for appropriate action.

### **Summary**

In conjunction with the installation of the original FasTrak® system in 1999, a VHS video system and two cameras per lane were purchased for security, asset protection, and customer service complaint resolution. In 2002, that VHS system was replaced by a digital recording system. Since digital recorders were relatively new to the market place, staff opted for a short-term, temporary solution to address immediate needs, with the intention of upgrading when the technology was more mature.

Now that the technology has advanced to an acceptable level, the District needs to upgrade its video recording system to ensure compatibility with the new FasTrak toll lane equipment. In December 2006, the District therefore advertised for bids on a state-of-the art digital video recording system with improved security application features, improved video quality, the capacity to accommodate an additional camera that was added to each lane in recent years, and the ability to interface to the new FasTrak toll system.

On January 9, 2007, the Secretary of the District received six bids as follows:

<b>COMPANY</b>	<b>TOTAL BID PRICE</b>
Huser Integrated Technologies, Inc. Portland, OR	\$174,421.22
AccesSecurity, Inc. Leesburg, VA	\$176,670.01
Metro Video Systems, Inc. El Segundo, CA	\$178,006.19
Science Applications International Corporation (SAIC) Chantilly, VA	\$183,677.17
RFI Communications & Security Systems San Jose, CA	\$185,493.64
Surveillance Systems Integration Rocklin, CA	\$199,507.90

Staff and the District's Attorney have reviewed these bids and find Huser Integrated Technologies, Inc., has properly submitted all required documents, and their bid is technically responsive to the specifications. Since there were no subcontracting opportunities for this Contract, there were no Disadvantaged Business Enterprise (DBE) forms required for submittal. The DBE Program Office has determined that Huser Integrated Technologies, Inc. is not certified as a DBE. Therefore, no DBE participation is anticipated during the performance of this contract.

**Fiscal Impact**

This project is included in the Fiscal Year 2006/2007 Bridge Division Capital Budget in the amount of \$200,000 and is 100% District funded. Sufficient funds are available to support award of this Contract No. 2007-B-6, *Toll Booth Video Recording System* in the amount of \$174,421.22,



Agenda Item No. 2

To: Building and Operation Committee/Committee of the Whole  
Meeting of January 25, 2007

From: Denis J. Mulligan, District Engineer  
Celia G. Kupersmith, General Manager

Subject: **APPROVE ACTIONS RELATIVE TO THE AWARD OF CONTRACT NO. 2007-FT-5, LARKSPUR FERRY TERMINAL FUEL PIPELINE REPLACEMENT, TO STEPHENS CONSTRUCTION, INC.**

**Recommendation**

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to Contract No. 2007-FT-5, *Larkspur Ferry Terminal Fuel Pipeline Replacement*:

1. Authorize award of contract to Stephens Construction, Inc., Arnold, CA, in the amount of \$543,088;
2. Authorize a contingency fund in the amount of \$54,308, equal to 10% of the contract award; and,
3. Authorize a budget increase in the amount of \$68,000 in the FY 06/07 Ferry Division Capital Budget to be funded with a transfer from the Engineering Department FY 06/07 Operating Budget, subject to the concurrence of the Finance-Auditing Committee at its meeting of January 25, 2007.

This matter will be presented to the Finance-Auditing committee at its January 25, 2007, meeting for concurrence and to the Board of Directors at its January 26, 2007, meeting for appropriate action.

**Summary**

The Larkspur Ferry Terminal fuel pipeline was originally constructed in 1975 to transfer diesel fuel from the District's storage tanks to the fueling stations at Berths 1, 2 and 3. The steel pipeline is located under the terminal's concrete deck above Bay waters and has been subjected to severe salt air and tidal exposure. After over 30 years of usage the pipeline has developed substantial corrosion and deterioration and must be replaced in order to maintain safe and reliable fueling operations. At Berths 1 and 2 the steel piping has severe corrosion; this piping is

separately undergoing expedited replacement. Berth 1 piping has been replaced and Berth 2 piping replacement is on-going.

Staff has evaluated the existing pipeline system and determined that in order to ensure a long useful life with low maintenance the steel pipeline will be replaced with marine grade stainless steel piping, control valves, and pipe supports, and all the flex hoses be replaced with new rubber flex hoses. Extra control valves will be installed to isolate the pipeline at each berth and between berths for easier inspection, testing and maintenance. Additional galvanized steel access platforms will be installed at Berths 1 and 2 to facilitate the inspection and maintenance of the pipeline and control valves. Galvanized steel pipe bollards will be installed along the perimeter sidewalk to protect the pipeline control valves and fire hydrants from parked vehicles. The pipeline will be located closer to the edge of concrete platform at a higher elevation for easier access, inspection and maintenance.

Staff has prepared the plans and specifications to replace the diesel fuel pipeline system, including upgrading to marine grade stainless steel piping and installing additional platforms and bollards, to be constructed under Contract No. 2007-FT-5, *Larkspur Ferry Terminal Fuel Pipeline Replacement*. Contract No. 2007-FT-5 was advertised for bids on November 21, 2006. On January 16, 2007, the following three bids were received, opened and publicly read:

	<u>COMPANY</u>	<u>AMOUNT</u>
1.	Stephens Construction, Inc. Arnold, CA	\$543,088
2.	Bay Pacific Pipelines, Inc Novato, CA	\$968,500
3.	Valentine Corporation San Rafael, CA	\$978,369

The Engineering staff, DBE Program Office and Attorney have evaluated the bids and concluded that the apparent responsive, responsible low bidder is Stephens Construction Services, Inc. with a bid price of \$543,088.

No specific Disadvantaged Business Enterprise (DBE) participation goal was established for this Contract; however, bidders were urged to obtain DBE participation and were required to document their activities in the solicitation and selection of subcontractors and suppliers to ensure that the bidding process was carried out in a nondiscriminatory manner. The DBE Program Administrator has determined that Stephens Construction, Inc. has complied with the DBE requirements applicable to the Contract. At this time, no DBE participation is anticipated during the performance of this project.

**Fiscal Impact**

This project is included in the FY 06/07 Ferry Division Capital Budget in the amount of \$650,000 and is 100% District funded. To date, approximately \$43,600 has been spent on the expedited replacement of Berth 1 and Berth 2 piping, staff labor and printing. A capital budget increase in the amount of \$68,000 is required to fully fund this project at the estimated total cost of \$718,000. The detailed budget for this project is as follows:

Contract No. 2007-FT-5	543,088
Construction Contingency (10%)	54,308
Contract administration (staff time)	70,000
Testing and Inspection (consultant)	5,000
Miscellaneous (printing, advertising, mailing, etc.)	5,604
Expedited Replacement of Berth 1 and Berth 2 Piping	<u>40,000</u>
<b>TOTAL BUDGET</b>	<b>\$ 718,000</b>

Award of this contract requires a project budget increase of \$68,000 to be funded with a transfer from the FY 06/07 Engineering Department Operating Budget.



Agenda Item No. 3

To: Building and Operating Committee/Committee of the Whole  
Meeting of January 25, 2007

From: James P. Swindler, Deputy General Manager, Ferry Division  
Celia G. Kupersmith, General Manager

Subject: **AUTHORIZE EXECUTION OF CHANGE ORDER NOS. 1, 2 AND 3 TO  
CONTRACT NO. 2007-FT-7, VESSEL REFURBISHMENT, WITH BAY  
SHIP & YACHT CO.**

The Building and Operating Committee recommends that the Board of Directors approve the following actions relative to execution of change orders necessary for refurbishment of the M.S. Marin:

- a. Approve Change Order No. 1 to Contract No. 2007-FT-7, *Vessel Refurbishment*, with Bay Ship & Yacht Co. in the amount of \$86,025 for procurement of five (5) embarkation (passenger) doors; and,
- b. Approve Change Order No. 2 to Contract No. 2007-FT-7, *Vessel Refurbishment*, with Bay Ship & Yacht Co. in the amount of \$111,300 for installation of additional structural fire protection insulation; and,
- c. Approve Change Order No. 3 to Contract No. 2007-FT-7, *Vessel Refurbishment*, with Bay Ship & Yacht Co. deleting a contract item in the amount of \$119,492,

with the understanding that the requisite funds for these change orders are available in the FY 06/07 Ferry Division Capital Budget.

This matter will be presented to the Board of Directors at its January 26, 2007 meeting for appropriate action.

**Summary**

Contract No. 2007-FT-7 is for refurbishment of the M.S. Marin, one our three Spaulding class vessels. The refurbishment consists of upgrade of the passenger spaces and all new furnishings including: ceilings; deckcoverings; seating; lights; bulkheads (wall coverings); windows; doors etc. This is the first time, since delivery of the vessels in 1974, that the interior passenger spaces have received any significant upgrade.

The scope of the three change orders are as follows:

- **Change Order No. 1** will provide for procurement of five embarkation doors that are used for embarking and disembarking passengers. This change order revises the technical specifications, which called for the doors to be District furnished. After awarding the contract it was determined that it made more sense for the shipyard to order the doors and deal directly with the supplier and to take direct responsibility for coordinating delivery and installation. Staff has determined that the price is fair and reasonable, based upon a price analysis.
- **Change Order No. 2** will provide material and labor necessary to install additional structural fire protection insulation. This change order corrects an error by our Naval Architect in calculating the amount of insulation necessary to accomplish the task. This discrepancy was discovered after the shipyard had removed the ceiling and physically measured the areas requiring insulation. The Naval Architect revised the design at its own cost, and the additional insulation is in accordance with the unit pricing that was bid for this item.
- **Change Order No. 3** cancels award of a Category "B" (optional item) that was included in the base contract awarded to the shipyard. This item, "Reduction Gear Refurbishment" is not necessary at this time.

### **Fiscal Impact**

This project is included in the Fiscal Year 2006/2007 Ferry Division Capital Budget in the amount of \$7,200,000 and is funded with 80% federal funds and 20% District funds. Requisite funds are available in the approved contingency budget for Contract No. 2007-FT-7 to fund the cost of Change Orders No. 1 and 2 which total \$ 197,325.