



**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
February 1, 2012**

**TO:** Mayor and City Council  
**FROM:** Mitch Austin, Contract Recreation Manager  
Phil Vince, City Manager  
**SUBJECT:** Martinez Marina Update and Dredging Permitting/Design  
**DATE:** January 25, 2012

**RECOMMENDATION:**

Approve resolution authorizing the City Manager to negotiate and execute a consultant services contract with AnchorQEA to provide a multi episode dredge permit and dredge design services for dredging the entrance and associated areas of the Martinez Marina not to exceed \$225,000.

**BACKGROUND:**

The last City Council update on November 16, 2011 included a revised approach to Phase I improvements which included replacing the eastern wall and dredging the western side of the marina. This amended approach was recommended per feedback and direction given by Department of Boating and Waterways (DBW). The agency recommended replacing the eastern wall and applying for a Boat Launch Facilities Grant to support reconstruction of the eastern wall. The City submitted a grant request to DBW for \$750,000, which is the pro-rated portion of the eastern wall helping to protect the launch ramp.

In a subsequent meeting with John Laird, Secretary of Natural Resources and his staff, noted that because the City has an outstanding loan of 2.2 million dollars (1959/60 original construction loan) that the City was not eligible for grants or loans.

A letter from Lucia Becerra, Interim Director of the Boating and Waterways Department, received by the City on December 1, 2011 detailed the State's position and new requirements to receive funding from the State, which included paying down the \$4.2 million dollars in outstanding loans to under one million dollars before the State would consider using anymore Boating and Waterways funds to support the rebuilding of the marina. This requirement is also being applied to the 2.7 million dollars in approved loans that have not yet been released to the City of Martinez.

Since December 1<sup>st</sup>, Staff has been exploring and analyzing the highest and best use of the donations funding and Measure WW to improve the marina. The marina's entrance is precariously shallow and waiting another year to dredge could greatly impact cash flow to the marina which began falling significantly short of revenue projections last year.

The map in **Attachment A** from a survey completed in December 2011, identifies the entrance approaching 3' at low tide. To date, Marina reserves earmarked for dredge permitting back in 2009 have been used to close the gap in between revenue and expenditures. Expenditures include loan repayments to DBW in the amount of \$114,000 per year.

In analyzing both the marina cash flow and dramatic change in State policy regarding funding the Martinez Marina project, more time is needed to explore various options for the future of the marina. Options under consideration include everything from: (1) using a new funding approach to building a new entrance and eastern wall to address the siltation problem; (2) to foregoing a marina and just operating a launch ramp and bait shop. Each option will have to be vetted with Department of Boating and Waterways and State Lands Commission along with funding and operational considerations. Once the options for the marina have been fully vetted from a fiscal, legal and policy standpoint Staff will return with options for the City Council's consideration.

In the meantime dredging is needed to keep the marina entrance open and to maintain cash flow. The intent is to Dredge the entrance and key areas in the marina, including certain available docks and portions of fairways to best cash flow the marina. In addition, this intermediary measure will allow the City to measure the rate of occupancy of the newly dredged slips and how much new revenue comes into the City and at what rate. This will give Staff better data to include in financial modeling to determine sustainability of future marina improvements. Staff will return with the proposed dredge footprint, estimates costs, funding sources and projected increased cash flow.

The decision before Council tonight is to consider approving a contract for services with AnchorQEA for dredge permitting and dredge design. Funding approval at tonight's meeting is critical for the City to make the 2012 dredging work window as determined by the California Department of Fish and Game which is August through November.

**Attachment B** is a timeline showing the timing of tasks needing completion to commence dredging in September 2012. The Marina Subcommittee recommends moving forward with permitting and design and having the permit be approved for 100,000 cubic yards for multiple episodes of dredging on the western half of the marina. This will allow for a notable cost savings in the next dredge episode which will be required in approximately three years.

The scope of services shown in **Attachment C** is summarized as follows:

- **Dredged Material Characterization and Dredging (DMMO) Permitting:** This is a multiple episode permit which will be good for 100k cubic yards of dredge material being removed from the marina in the next three years. This permit will include in-bay disposal approval as well as use of City dredge ponds to allow flexibility.
- **Dredge Design:** The dredge design and plans are used to obtain the dredge permit and to put together the plans and specification for the bid package.
- **Project Management & Development:** Provides staff with cost modeling, consultation on marina construction issues, resolving evolving issues such as the mitigation of the long fin smelt associated with hydraulic dredging.

The cost associated with the above tasks is estimated not to exceed \$225,000. This cost will be funded using the recently donor approved donation of \$500,000 to the City for marina improvements, which include dredging, permitting and associated tasks.

**Next Steps**

The City will continue on several paths in order to address key issues surrounding the marina and develop options for the City Council’s consideration. The following is a summary of the next steps:

- Approval of dredge project and funding of the project for 2012
- Discuss with Department of Boating and Waterways options for marina sustainability
- Pursue land grant from State Lands Commission for development and terms for rent beyond 2019
- Explore possibilities for upland development and bring forth proposals for development and use
- Provide City Council with options for marina with fully explored benefits and liabilities

**FISCAL IMPACT:**

The project will be budgeted under the Marina Capital Improvement Project (CIP) account for permitting activities contract with Anchor QEA for the Marina Reconstruction Project.

<b><u>Budget</u></b>	<b><u>Amount</u></b>
DMMO Permitting for 100k cubic yards	\$145,000
Dredge Design Costs	\$45,000
Anchor Project Management & Development	\$35,000
City Staff Project Development & Oversight	\$6,000
Budget	\$231,000
<b><u>Funding</u></b>	<b><u>Amount</u></b>
Donation	\$231,000
Funding	\$231,000

The remaining \$269,000 donation and \$1.65 million dollars of Measure WW money are eligible for funding the construction portion of the project. Staff will return with a dredge footprint, cost estimates and funding recommendations.

**ACTION:**

Adopt a resolution authorizing the City Manager to negotiate and execute a consultant services contract with AnchorQEA to provide a multi episode dredge permit and dredge design services for dredging the entrance and associated areas of the Martinez Marina not to exceed \$225,000.

Attachments: Resolution for Contract Services with Anchor QEA  
**Attachment A** –Bathymetric Survey  
**Attachment B**–Timeline and Tasks  
**Attachment C**–AnchorQEA Scope of Work

**APPROVED BY:**



City Manager

RESOLUTION NO. -12

**AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE A CONSULTANT SERVICES CONTRACT WITH ANCHORQEA TO PROVIDE A MULTI EPISODE DREDGE PERMIT AND DREDGE DESIGN SERVICES FOR DREDGING THE ENTRANCE AND ASSOCIATED AREAS OF THE MARTINEZ MARINA IN AN AMOUNT NOT TO EXCEED \$225,000.**

**WHEREAS**, the City Council of the City of Martinez authorized a contract with AnchorQEA for Dredge Permitting in 2009 using Marina reserves; and

**WHEREAS**, the marina reserves earmarked for the dredge permit have been used to help sustain the marina's debt payments to the State of California; and

**WHEREAS**, the marina entrance is reaching a critical low depth impacting the entrance to and from the marina; and

**WHEREAS**, in order to dredge the marina to a functioning depth the Dredge Materials Management Office Permit and associated design to get the permit need to commence in February 2012 to allow the City to dredge in the next work window, June 2012 - November 2012; and

**WHEREAS**, the City in receiving donations funding for improvements to the marina in the amount of \$500,000; and

**WHEREAS**, there it is in the City's best interest to perform permitting and design work on the marina; and

**WHEREAS**, this firm is qualified to complete permitting and design for the marina dredge project.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Martinez that the City Manager is hereby authorized to negotiate and execute a contract not to exceed \$225,000 with Anchor QEA, and execute a standard consultant services contract when the required insurance and other contract documents have been reviewed and approved by City Staff and City Attorney.

**BE IT FURTHER RESOLVED** that should the City Manager be unable to negotiate a mutually agreeable contract with the Anchor QEA he is authorized to negotiate and execute a standard consultant contract with another qualified engineering firm as necessary.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing is a true and correct copy of a resolution duly adopted by the City Council of the City of Martinez at a Regular Meeting of said Council held on the 1st day of February 1, 2012 by the following vote:

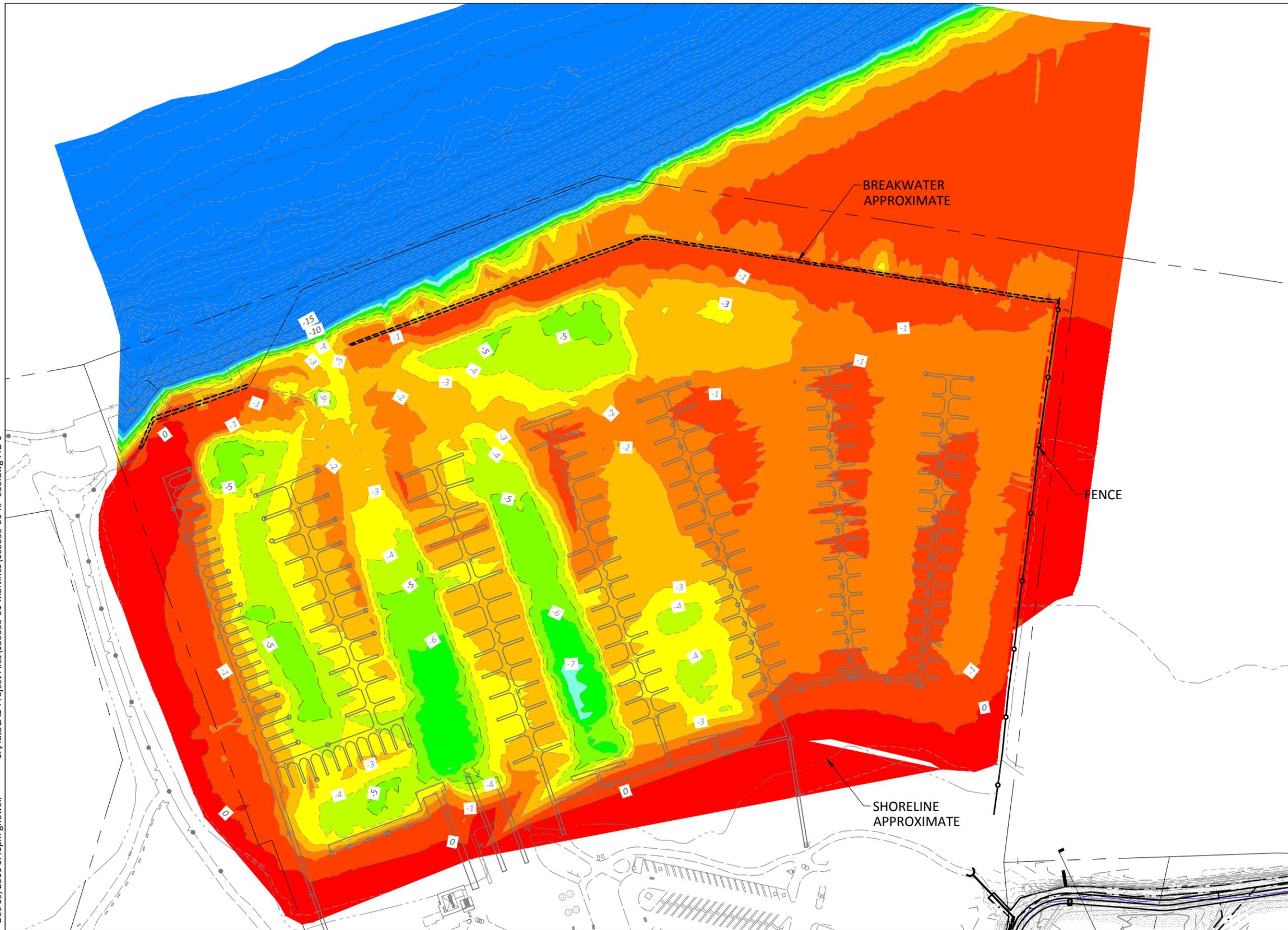
AYES:

NOES:

ABSENT:

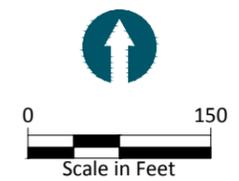
RICHARD G. HERNANDEZ, CITY CLERK  
CITY OF MARTINEZ

L:\AutoCAD Project Files\100655-01-Martinez\100655-01-RP-030.dwg FIG-1  
Dec 19, 2011 1:41pm ghowell



Elevations Table	
Elevation Range (ft, MLLW)	Color
< -9.0	Blue
-9.0 to -8.0	Light Blue
-8.0 to -7.0	Light Green
-7.0 to -6.0	Green
-6.0 to -5.0	Light Green
-5.0 to -4.0	Yellow
-4.0 to -3.0	Orange
-3.0 to -2.0	Dark Orange
-2.0 to -1.0	Red-Orange
-1.0 to 0.0	Red
0.0 to 1.8	Dark Red

**SOURCE:** Bathymetric survey performed by Environmental Data Solutions on December 8-9th 2011.  
**HORIZONTAL DATUM:** California Zone 3, NAD83. US Survey Feet.  
**VERTICAL DATUM:** Mean Lower Low Water (MLLW).



DRAFT - FOR REVIEW PURPOSES ONLY



**Figure 1**  
Martinez Marina Bathymetric Survey - December 8-9th 2011  
City of Martinez Marina Renovation





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400 Montgomery Street, Suite 650  
San Francisco, California 94104  
Phone 415.230.0862  
Fax 415.230.0864

January 27, 2012

Mr. Mitch Austin  
City of Martinez  
525 Henrietta Street  
Martinez, California 94553-2394

Re: Proposed Continuing Scope of Work and Cost Proposal to Support 2012 Dredging Activities for the City of Martinez Marina Renovation Project

Dear Mr. Austin:

Anchor QEA, L.P., is pleased to submit this scope of work to support the City of Martinez's (City's) marina renovation efforts. This scope of work builds upon our ongoing work in assisting with marina renovations.

Based on recent discussions, we understand the City's intent is to perform a project consisting of maintenance dredging focused on the entrance channel and west side of the marina. While the exact dredging footprint is not known at this time, we understand the City will make a decision on the final footprint by February 15, 2012, and would like to proceed with the following tasks:

- **Task 1: Dredged Material Management Office (DMMO) Dredging Permit.** This task entails obtaining episode approval for dredging of the entire west side of the marina, which includes sediment characterization and longfin smelt permitting and mitigation negotiations.
- **Task 2: Dredge design.** This task includes preparing plans and specifications for dredging of the west side of the marina including provisions for minor repairs to the disposal ponds infrastructure.
- **Task 3: Project Management.**

It is critical to initiate these tasks as soon as possible in order for dredging activities to begin in summer/fall 2012. Specifically, dredging must occur during the in-water work window August 1 through November 30.

## **PROPOSED SCOPE OF WORK**

### **Task 1 - DMMO Dredging Permit**

For this task, Anchor QEA will characterize the dredged sediment for disposal purposes, negotiate the DMMO approval process and longfin smelt mitigation issues, and provide overall project management.

#### ***Subtask 1.1 - Sediment Characterization***

Anchor QEA will characterize the west portion of the marina to determine suitability for in-Bay disposal at Carquinez Straight (SF-9) and upland placement at the on-site disposal ponds. Dredging is planned to occur within the entrance channel and around docks A, B, and C. Based on the December 2011 conditions survey, the volume of material proposed for dredging is approximately 144,000 cy. This volume includes dredging the entrance channel to a design depth of -14 feet mean lower low water (MLLW) and the surrounding marina berthing areas on the west side (Docks A, B and C) to a design depth of -9 feet MLLW with an overdepth allowance of 2 feet. The goal is to have this larger volume of material approved to support multiple episodes of dredging.

Based on the proposed volume of dredged material, three dredge units (DUs) will be required for sampling and analysis. Our cost estimate is based on this assumption.

The following efforts are included in this sediment investigation.

#### ***Prepare the Sampling and Analysis Plan***

Anchor QEA will develop a SAP detailing the sampling and analysis strategy. The SAP will be prepared in accordance with the Inland Testing Manual (ITM; USEPA/USACE 1998), Ocean Testing Manual (OTM; USEPA/USACE 1991), and DMMO guidelines. It will include procedures for sediment sample collection and handling, physical and chemical analysis,

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biological testing, quality assurance/quality control (QA/QC), and data analysis. A project map will be included with sampling locations and DU boundaries. Six hard copies of the final document will be produced and distributed; five of these copies will be sent to DMMO agencies, and one copy will be sent to the City. Prior to sampling, approval of the SAP will be requested at a DMMO meeting, which will be attended by one Anchor QEA representative.

As part of this subtask, we will also complete the small dredger programmatic alternatives analysis component of the DMMO application. The application will indicate and describe our proposed 2012 project as the first episode under the requested dredging permit.

### *Conduct Sediment Sampling*

Anchor QEA will conduct sediment sampling at 12 stations, representing the three separate DUs. Cores will be collected using a vibracore to project depth (-9 feet MLLW), plus 2 feet of allowable overdepth. Cores collected at the entrance channel will be sampled to deeper depths to allow for the option of future advance maintenance dredging. To obtain sufficient volume for analysis, multiple cores will be collected at each station. Samples will be processed on the sampling vessel or landside. Individual cores will be combined to create composite samples for chemical analysis and biological testing. This effort is expected to require up to 3 days of field work. Our subcontractor TEG Oceanographic Services will provide the vibracore equipment and sampling vessel. Our subcontractor Brezina and Associates will collect reference sediment from SF-9.

### *Conduct the Analysis*

Anchor QEA will submit composite samples for chemical analysis and biological testing to evaluate material for in-bay disposal and upland placement. All testing will be performed according to ITM (USEPA/USACE 1998), OTM (USEPA/USACE 1991), and DMMO guidelines. For in-bay disposal, testing will include sediment chemistry and solid phase and suspended particulate phase bioassays. For upland placement, additional testing includes de-ionized waste extraction test (DI-WET) and modified elutriate test (MET). If sediment chemistry results exceed bioaccumulation triggers, bioaccumulation testing and tissue analysis will be required for in-bay disposal, thereby increasing costs for this task. However,

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if there is a strong likelihood that the material is not suitable for in-bay disposal, we may choose to curtail biological testing and only evaluate material for upland placement if the on-site disposal ponds can accommodate the volume of material. Biological testing and chemical analysis will be performed by our subcontracted laboratories, Pacific EcoRisk and Calscience Environmental Laboratories, Inc., respectively. Anchor QEA will perform data validation to ensure chemical analysis meets the project's data quality objectives.

### *Prepare the Sampling and Analysis Report*

Anchor QEA will prepare a Sampling and Analysis Report (SAR) documenting all activities associated with collecting, processing, and analyzing sediment samples. It will include chemical and biological results and conclusions regarding the suitability of dredged material for in-Bay disposal and upland placement at the on-site disposal ponds. The SAR will be prepared in accordance with the ITM (USEPA/USACE 1998), OTM (USEPA/USACE 1991), and DMMO guidelines. A project map will be included with the actual sampling locations. Sediment core logs, chain-of-custody forms, and laboratory reports will be included as appendices. Six hard copies of the final document will be produced and distributed; five of these copies will be sent to DMMO agencies, and one copy will be sent to the City.

Final concurrence on dredged material suitability will be requested at a DMMO meeting for the first episode of dredging (for the proposed 2012 project), which will be attended by one Anchor QEA representative.

### *Assumptions*

Anchor QEA assumes the following:

- Based on the proposed dredged volume from the December 2011 conditions survey , three dredge units are required for sampling and analysis
  - Sediment cores will be collected at 12 stations, with at least two cores per station to obtain sufficient volume for the required analysis
  - TEG will provide the vibracore and barge
  - Sediment will be characterized for in-Bay disposal at SF-9 and upland placement at the onsite disposal ponds
  - Bioassay testing will be performed by Pacific EcoRisk
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- Bioaccumulation testing is not required; however, if sediment chemistry results exceed bioaccumulation triggers, bioaccumulation testing and tissue analysis will be required for in-Bay disposal and will therefore increase costs
- A De-ionized Water Waste Extraction Test (DI-WET) and Modified Elutriate Test (MET) will be conducted to determine suitability for on-site disposal ponds

### ***Subtask 1.2 - Longfin Smelt Negotiations***

This subtask entails coordinating with and preparing supporting documentation for the California Department of Fish and Game (CDFG) regarding appropriate mitigation for the proposed project's potential to impact longfin smelt. Longfin smelt is a state-listed threatened species, and because Carquinez Strait area is known to offer valuable habitat for the species, this hydraulic dredging project requires an incidental take permit from CDFG. This requirement has evolved since the 2011 dredging season. At this time, it is anticipated that CDFG will require mitigation for the incidental take permit through a combination of purchasing mitigation credits from an established bank and installing fish exclusion netting around the dredge during dredging. Anchor QEA will coordinate with CDFG and the City on mitigation options to obtain the incidental take permit on behalf of the proposed project.

An important assumption for this subtask is that the City's existing California Environmental Quality Act (CEQA) Initial Study (IS)/Mitigated Negative Declaration (MND) is sufficient for CDFG's purposes, and therefore modifications to the IS/MND are not assumed as part of this subtask.

The cost for this task (including the subtasks described above) is estimated to be \$145,000 based on a time and materials basis, with a not-to-exceed amount.

### **Task 2 - Dredge Design**

For of this task, Anchor QEA will prepare design plans, technical specifications, and an opinion of probable cost for dredging and hydraulically pumping material into the on-site disposal ponds. If required, in-bay disposal provisions can also be specified. Development of these documents will be concurrent to the permitting and sediment investigation processes as much as feasible. Anchor QEA will submit a draft (95 percent) final set of construction

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documents to the City for review and discussion, followed by a final (100 percent) set that can be distributed for bid solicitation.

Final design efforts under this task will include defining the extents of the dredge area; determining the most likely side slope angles for sediments adjoining the dredge area; estimating dredging rates and likely costs; and evaluating dredging operational parameters against the overall volume capacity of the disposal ponds. In order to optimize the disposal ponds' capacity for disposal and to avoid overflow, we will evaluate the need to specify limitations on the sediment pumping rate into the ponds.

The plans and specifications will provide language for disposal ponds' weir repair and cleanout. The weir boxes and utility connections have been observed to be in need of cleanout and possibly repair. Within the plans and specifications, we will incorporate basic requirements for cleaning these weirs and returning them to functionality, though specific details of the work will be left to the contractor's discretion (and will need to be documented in their submitted Workplan).

A site visit by our engineering team will be performed to evaluate the current condition of the disposal ponds, site access points, and weirs and drainage outlets.

Construction plans will depict site bathymetry, existing structures, site conditions and restrictions, required extents and limits of dredging, estimated side slopes, allowable overdepth limits, allowable equipment mooring areas, typical cross sections, allowable route(s) for the hydraulic pipeline, and point(s) of sediment inflow into the disposal ponds. The plans will also include a series of drawings that depict the existing layout of the breakwater, floating docks, and guide piles. Anchor QEA assumes the existing floats and piles will remain in place throughout dredging, and that vessels will be relocated prior to dredging occurring. Anchor QEA also assumes safe offset distances for the toe of dredging near the structure so as to avoid causing adverse impacts to the breakwater as a result of dredging activities. Relevant permit conditions and environmental restrictions known at the time of preparation will also be included in the plans.

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Specifications will be prepared using Anchor QEA's standard format. Should the City request that specifications be prepared in another format, Anchor QEA will accommodate that request without a budget increase if the alternate format is provided early in the design process. Anchor QEA assumes that the City will provide their own language for the general conditions portion of the contract documents.

A bid schedule will be included as part of the bid package, and will contain Anchor QEA's estimates of payable dredged volume quantities for design plans, including allowable overdepth and side slopes. This quantity will also be used in our opinion of probable costs.

Anchor QEA assumes that the draft (95 percent) final design deliverable will be submitted to the City in electronic format only, and that the final (100 percent) deliverable will be submitted to the City in both electronic and hard-copy format (five copies). We have budgeted for up to two meetings with the City: one meeting to be held during the design process and a second meeting to be held after the submittal of the draft (95 percent) final deliverable to discuss comments.

The cost for this task is estimated to be \$45,000 based on a time and materials basis, with a not-to-exceed amount.

### **TASK 3 – PROJECT MANAGEMENT AND COORDINATION**

This subtask reflects project management and coordination costs for ongoing meetings and requests needed to manage the overall marina renovation efforts, and to facilitate our ongoing communications, meetings, and data requests with the City, the Department of Boating and Waterways, Almar Marinas, and other required entities.

Anchor QEA is requesting \$35,000 for meeting time and facilitation, travel, and overhead for this task.

### **KEY STAFF AND COST PROPOSAL**

Anchor QEA's principal-in-charge and overall project manager will remain Dr. Joshua Burnam. He will be supported by Katie Chamberlin, who will act as our local point of

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contact and agency liaison for permits and regulatory issues; Tracy Stofferahn, P.E., who will be our local point of contact for engineering tasks; and any additional Anchor QEA staff as needed. Table 1 details our costs for this project.

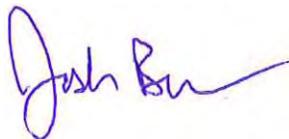
**Table 1.  
Cost Summary**

<b>Task</b>	<b>Description</b>	<b>Costs*</b>
1	DMMO Dredging Permit	\$145,000
2	Dredge Design	\$45,000
3	Project Management	\$35,000
<b>Total</b>		<b>\$225,000</b>

Per the terms of the existing agreement, all costs are assumed on a time and materials basis with not-to-exceed amounts. Our current billing rates are included as Attachment A.

Please do not hesitate to contact me at [jburnam@anchorqea.com](mailto:jburnam@anchorqea.com) or at (949) 347-2780 with any questions or concerns regarding this proposal.

Sincerely,



Joshua Burnam, MPH, D.Env.  
Principal Environmental Planner  
Anchor QEA, L.P.

Attachment:

A- 2011 Billing Rates

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ATTACHMENT A  
2011 BILLING RATES

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# Anchor QEA

## 2011 BILLING RATES

### Professional Level Hourly Rates

Principal CM <sup>1</sup> /Engineer/LA <sup>2</sup> /Planner/Scientist.....	\$210
Senior Managing Analyst/CM/Engineer/LA/Planner/Scientist.....	\$190
Managing Analyst/CM/Engineer/LA/Planner/Scientist .....	\$170
Senior Analyst/CM/Engineer/LA/Planner/Scientist.....	\$150
Staff 3 Analyst/CM/Engineer/LA/Planner/Scientist .....	\$130
Staff 2 Analyst/CM/Engineer/LA/Planner/Scientist .....	\$120
Staff 1 Analyst/CM/Engineer/LA/Planner/Scientist .....	\$105
Technician .....	\$85
Senior CAD <sup>3</sup> Designer .....	\$110
CAD Designer .....	\$95
Project Coordinator .....	\$85

### Special Hourly Rates

National expert consultant.....	\$350
All work by a testifying expert.....	1.5 times professional level rate

## EXPENSE BILLING RATES

### Expense Rates

Computer Modeling (per hour) .....	\$10.00
Graphic Plots (varies with plot size) .....	\$3-6/sf
Mileage (per mile) .....	Current Federal Standard

## FEE ON LABOR AND EXPENSE CHARGES

Subcontracts/subconsultants.....	10%
Travel and other direct costs.....	10%
Field equipment & supplies.....	10%

This is a company confidential document.

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<sup>1</sup> CM = Construction Manager

<sup>2</sup> LA = Landscape Architect

<sup>3</sup> CAD = Computer Aided Design