



**DATE:** June 22, 2021

**CATEGORY:** Consent

**DEPT.:** Public Works

**TITLE:** **Interceptor Force Trunk Main Rehabilitation, Project 20-42 – Various Actions**

### **RECOMMENDATION**

1. Adopt the Mitigated Negative Declaration of environmental impact for Interceptor Force Trunk Main Rehabilitation, Project 20-42, in accordance with the California Environmental Quality Act (Attachment 1 to the Council report).
2. Appropriate and transfer \$1,370,000 from the Wastewater Fund to Interceptor Force Trunk Main Rehabilitation, Project 20-42. (Five votes required)
3. Appropriate and transfer \$200,000 from Miscellaneous Sewer Main/Service Line Replacement, Project 21-22, to Interceptor Force Trunk Main Rehabilitation, Project 20-42. (Five votes required)
4. Approve plans and specifications for Interceptor Force Trunk Main Rehabilitation, Project 20-42, and authorize staff to advertise the project for bids.
5. Authorize the City Manager to award the construction contract to the lowest responsible bidder if the low bid is within the project budget.
6. Authorize the City Manager to execute a professional services agreement with Tanner Pacific, Inc., to provide construction engineering services for Interceptor Force Trunk Main Rehabilitation, Project 20-42, in a not-to-exceed amount of \$296,000.

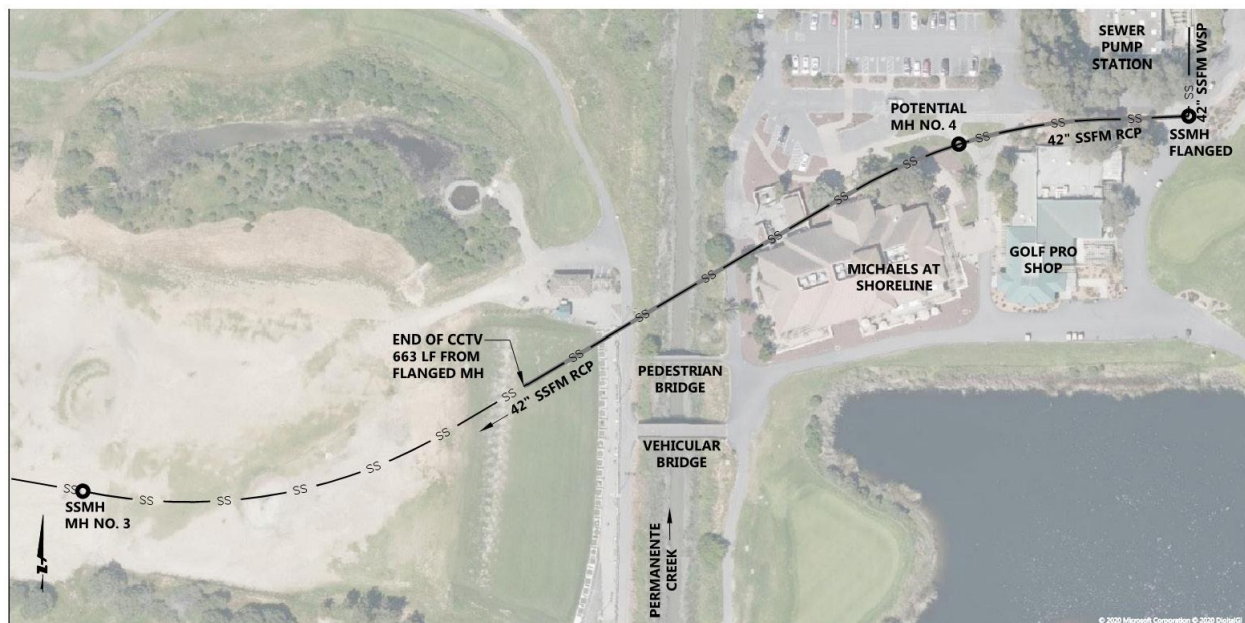
### **BACKGROUND**

The 42" reinforced concrete pipe interceptor force trunk main is the City's major sewer discharge line to the Palo Alto Regional Water Quality Control Plant (PARWQCP) and is a critical component of the City's sewer collection system. In December 2014, during routine inspection, staff discovered that the interceptor trunk main leaving the Shoreline

sewer pump station had severely deteriorated. Emergency repairs were made, including the installation of 50' of a 36" diameter Vylon liner in the trunk main.

In September 2015, a vendor assessed the condition of the entire interceptor force trunk main leaving the sewer pump station. The results of this assessment showed that 600' of the interceptor force trunk main interior, downstream of the flanged outlet manhole, is severely degraded. The severe degradation is characterized by exposed and corroding reinforcing steel.

The primary objective for Interceptor Force Trunk Main Rehabilitation, Project 20-42, is to address the degradation of the interceptor force trunk main and prevent additional pipe failure. The project will rehabilitate 1,083' of the 42" interceptor force trunk main, replace the existing flanged outlet manhole adjacent to the pump station, and construct an additional downstream manhole adjacent to Michaels at Shoreline restaurant. See Figure 1 for the project location. Due to continuous sewage flow, a sewer bypass system is required to reroute the sewage around the construction area to facilitate rehabilitation.



**Figure 1: Project Location Map**

The City executed a contract with BKF Engineers, the project design consultant, on February 18, 2020, to conduct an alternatives analysis to determine the best rehabilitation method and provide preliminary and final design for the project. Their scope also included preparing California Environmental Quality Act (CEQA) documentation.

## **ANALYSIS**

The environmental review and project design plans and specifications are complete.

### **Environmental Review**

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project in accordance with the CEQA Guidelines. The IS/MND utilizes an interdisciplinary approach and integrates the use of natural and social sciences and the consideration of qualitative as well as quantitative factors. The IS/MND identifies environmental effects of the project that may be mitigated to less-than-significant levels or avoided. Potentially significant impacts from the project were identified in the following areas: biological resources and cultural resources, geology/paleontological resources, and tribal cultural resources.

These effects would be reduced to a less-than-significant level through implementation of the following mitigations by:

1. Scheduling project construction (including staging) during the burrowing owl nonbreeding season (i.e., wintering season) from September 1 to January 31, if feasible;
2. Conducting preconstruction surveys for nesting birds;
3. Halting all ground-disturbing activities within 100' of an archaeological find, such that the find can be evaluated in the event archaeological resources are unearthed during ground-disturbing activities;
4. Implementing Section 7050.5(b) of the California Health and Safety code if human remains are unearthed during ground-disturbing activities; and
5. Halting ground-disturbing activities until a qualified paleontologist can assess the significance of the discovery if paleontological resources are discovered during construction.

The adoption and implementation of these mitigation measures were assumed in the determination of environmental impact levels in the IS/MND. With these mitigation measures, the IS/MND concludes that all potentially significant environmental effects can be mitigated to less-than-significant levels. The mitigation measures identified in the IS/MND are reasonable and feasible.

The IS/MND was posted on the City's website and filed with the California State Clearinghouse and Santa Clara Clerk-Recorder for public comment on April 21, 2021. In addition, a legal advertisement for the Notice of Intent was published in the *San Jose Post Record* on April 21, 2021. Agencies and the public had the opportunity to review and comment on the IS/MND during the 30-day comment period, which ended on May 21, 2021. No comments were received on the IS/MND. The Final IS/MND is included as Attachment 1.

### **Construction Management and Inspection Services**

The Public Works Department utilizes consultants to supplement staff and provide construction engineering and inspection services as necessary to ensure the timely delivery of the City's construction projects and for projects requiring specialized construction expertise. The City currently uses three different firms to provide construction engineering and inspection services for private development and capital projects.

Staff has determined that construction engineering and inspection services are required for construction of Interceptor Force Trunk Main Rehabilitation, Project 20-42. Staff evaluated the three firms that are currently providing construction engineering services to the City and recommends Tanner Pacific, Inc., as the most qualified to provide the services. Tanner Pacific, Inc., has been providing the City with similar construction support services on previous and current utility projects, including recent sewage bypass at the sewer pump station, and these projects give Tanner Pacific, Inc., a strong knowledge of the City's standards, processes, and procedures to perform the recommended services.

The scope of services to be provided include construction management, inspections, and project close-out. The recommended fee of \$296,000 for basic services and reimbursable expenses is within the range typically charged for such services, and staff considers the contract costs to be fair and reasonable for the scope of work required.

### **Project Schedule**

If the recommended actions are approved and a responsive bid within the project budget is received, construction is anticipated to begin in September 2021 and be completed in early 2022.

**FISCAL IMPACT**

Interceptor Force Trunk Main Rehabilitation, Project 20-42, is currently funded with \$222,000 from North Bayshore Development Sewer Impact fees and \$1,618,000 from the Wastewater Loan for a total budget of \$1,840,000. The estimated project cost is as follows:

Design Engineering	\$233,000
Construction	2,281,000
Construction Contingency	251,000
Construction Management and Inspection	296,000
City Project Management	100,000
Miscellaneous	<u>40,000</u>
Subtotal	\$3,201,000
City Administration	<u>209,000</u>
<b>TOTAL PROJECT COST</b>	<b>\$3,410,000</b>
<b>CURRENT PROJECT BUDGET</b>	<b><u>1,840,000</u></b>
<b>BUDGET SHORTFALL</b>	<b>\$1,570,000</b>

Project Funding Shortfall

The project is showing a funding shortfall of \$1,570,000. Often, more information and details emerge regarding what it takes to construct a given project during the design phase than were available when that project’s original cost was estimated during the Capital Improvement Program preparation. For this project, higher sewer bypass estimates and more details regarding the condition of the interceptor and existing manhole contributed to the increase in construction costs.

Recommended Fund Transfers

The recommended project funding augmentation includes fund transfers of \$1,370,000 from the Wastewater Fund and \$200,000 from Miscellaneous Sewer Main/Service Line Replacement, Project 21-22. With the recommended fund transfers, Interceptor Force Trunk Main Rehabilitation, Project 20-42, will have total funding in the amount of \$3,410,000, which is sufficient to complete the project.

## **CONCLUSION**

Staff recommends that Council adopt the MND, approve fund transfers to support the current project costs, and approve the plans and specifications for Interceptor Force Trunk Main Rehabilitation, Project 20-42. Staff will advertise the project for bids if these recommended actions are approved. Construction is expected to begin in September 2021 and be completed in early 2022. Additionally, due to the specialized nature of the construction and inspection for this project, staff recommends hiring a consultant to assist with construction management and inspection services.

## **ALTERNATIVES**

1. Do not adopt the IS/MND and direct staff to revise the IS/MND or pursue other CEQA compliance options.
2. Defer construction.
3. Provide other direction.

## **PUBLIC NOTICING**

In addition to the City's standard Agenda Posting, staff has coordinated the project with Michaels at Shoreline restaurant and the Shoreline Golf Links Pro Shop. An announcement will be posted on the City's website.

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Attachment: 1. Interceptor Force Trunk Main Rehabilitation, Project 20-42: Initial Study/Mitigated Negative Declaration, April 2021

cc: APWD – Arango, USM, WWS – Bleisner, USS – Chapman, PCE – Tseng, PCE – Shah, SMA – Doan, File (20-42), [cmvgis@mountainview.gov](mailto:cmvgis@mountainview.gov)