

REQUEST FOR ACTION

To: Mark de Bie, Deputy Director
Waste Permitting, Compliance and Mitigation Division

From: Wes Mindermann
Supervising Waste Management Engineer
Engineering Support Branch

Request Date: July 11, 2014

Decision Subject: **Approval for the Fifth Augmentation of Oakland Estuary Enhancement Project, Alameda County, Under the Solid Waste Disposal and Codisposal Site Cleanup Program (Solid Waste Trust Fund, FY 2013/14)**

Action By: July 11, 2014

Summary of Request:

Staff requests approval of \$100,000 to complete the ongoing Department-managed Oakland Estuary Enhancement Project under the Solid Waste Disposal and Codisposal Site Cleanup Program (Program). The remaining task is to remove the two sections of the keel of the former tug Respect currently at the United States Army Corp of Engineer (USACE) dock in Sausalito, California. The tug was brought to the USACE dock for final deconstruction from the Oakland Estuary Enhancement Project. These funds augment the original Request for Action for the approval of the Oakland Estuary Enhancement Project and National Fish and Wildlife Foundation (NFWF) Grant and the three additional augmentation Requests for Action.

Recommendation:

Staff recommends approving the \$100,000 augmentation.

Deputy Director Action:

On the basis of the information and analysis in this Request for Action and the findings set out herein, I hereby approve this augmentation for the Oakland Estuary Enhancement Project under the Solid Waste Disposal and Codisposal Site Cleanup Program.



Mark de Bie, Deputy Director
Waste Permitting, Compliance and Mitigation Division

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Proposed Pilot Project Scope of Work:

The background and findings for the Oakland Estuary Enhancement Project are described in detail in the previously approved August 7, 2013, Request for Action. These requested funds will be used to augment the project budget to complete the Oakland Estuary Enhancement Project. The last remaining project task is the removal of two keel sections. The removal cost of the Respect was originally estimated at \$130,000 in the February 13, 2014, augmentation Request for Action. Costs to complete the vessel salvage escalated significantly when a large amount of unanticipated bunker fuel and asbestos were found in the boiler room, which were supposed to have been remediated by the USCG when the vessel was raised. The additional abatement costs were approximately \$54,000 and CalRecycle and its remediation contractor are seeking reimbursement from the USCG for that work. Production was also slowed due to additional effort required to cut hull steel thicknesses greater than anticipated, a 12 inch drive line, and three feet of concrete in the keel. Finally, during the removal of the last bulkhead the stern and keel became wedged on the edge of the concrete ramp, which prevented it from being removed from the water with on-site equipment.

An April 15, 2014, second augmentation Request for Action approved an additional \$130,000 to cover the costs of a diving crew and 90-ton barge crane rental to lift the remainder of the vessel out of the water. Although several hull sections were removed using divers and the crane, the crane was unable to lift the last 28 feet of the vessel off the ramp and onto the dock.

A May 13, 2014, third augmentation Request for Action increased the budget by \$90,000 to add additional time for divers to use cutting torches to cut the remainder of the vessel into sections. Although several more sections were removed over six days, progress remained slower than estimated and the main section of the vessel again was too heavy to lift with the crane before the budget was exhausted.

On June 9, 2014, a fourth augmentation Request for Action requests an additional \$150,000 to cover up to an additional 20 working days of a dive crew and crane to continue cutting the remainder of the vessel into sections for lifting onto the dock. While the barge crane was successful in lifting the stern and other structures out of the water, the crane could not overcome the mud suction surrounding the keel. The divers were able to cut through the 12 inch drive shaft but since the drive line was encased in concrete, only one cut was made by the divers.

Augmenting the project budget a fifth time by an additional \$100,000 would bring the total not-to-exceed augmentation to \$600,000 and CalRecycle's total estimated cost to \$1,975,000. It is still anticipated that the NFWF grant and the USCG will reimburse CalRecycle for \$650,000 and approximately \$54,000, respectively. To date the United States Environmental Protection Agency and USCG have expended over \$7.4 million dollars in removing vessels and solid waste on this project.

Fiscal Impacts:

The Department-managed project will be performed on a time-and-materials basis under the Program's Northern California remediation contract (DRR12034). CalRecycle's remediation

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contract for Northern California currently has sufficient funds to cover the \$100,000 to complete the project.