



COUNTY OF HUMBOLDT

Legislation Text

File #: 23-796, Version: 1

To: Board of Supervisors

From: Aviation

Agenda Section: Consent

Vote Requirement: Majority

SUBJECT:

Emergency Repair of Garberville (O16) 100LL Underground Fuel Tank

RECOMMENDATION(S):

That the Board of Supervisors:

1. Authorize the Director of Aviation to execute to the attached Construction Agreement for the repair of the O16 100LL Underground Fuel Tank, and all subsequent amendments, not to exceed \$100,000, after review by County Counsel, Risk Management, and County Administrative Office;
2. Authorize the Director of Aviation to use sole source procurement for the repair of the O16 100LL Underground Fuel Tank; and
3. Find that the repair is exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act Guidelines.

SOURCE OF FUNDING:

Aviation Enterprise Fund (3530)

DISCUSSION:

On August 12, 2022, the Humboldt County Division of Environmental Health (DEH), through their Certified Unified Program Agency (CUPA) authority, conducted an Underground Storage Tank (UST) inspection at the Garberville Airport (O16). During the inspection, the DEH inspector observed the fuel turbine mounted on top of the UST was loose. Upon further inspection, the DEH inspector observed missing and loose bolts on the turbine sump mounting plate which secures the turbine to the UST. This prevented the secondary containment from being maintained tight and prevented testing of the secondary containment. A Notice of Violation and Schedule for Compliance letter was sent to the Department of Aviation with options to submit a UST Program Construction Permit Application for a repair/modification, temporary closure, or permanent closure.

In trying to meet the needs of the tenants and users at the O16 Airport, the Department of Aviation is recommending repair of the underground storage tank at O16. The recommended repair will engage Beacom Construction to supply labor, equipment, permits, and materials required to remove existing turbine sump and install a new turbine sump on the tank. This includes a replacement gasket on the manway and completing SB989 testing.

The estimated cost for this project is up to \$100,000. This figure includes approximately: \$58,000 for secondary containment testing, permits, sump replacement, fiberglass repair, and electrical parts and \$42,000 for contingency. Contingency for this project is high due to the fact that this is an underground tank, and the contractor cannot be sure of the exact tank configuration and condition until the tank is exposed for repairs. This higher contingency will allow the Department some flexibility if unforeseen conditions need to be addressed during the repairs without slowing the progress of the project once work is initiated. In efforts to expedite the processing of this project, the Department of Aviation is requesting approval to sign contracts, after review from County Counsel, Risk Management and the County Administrative Officer, not to exceed a project total of \$100,000.

Sole source procurement is the purchase of goods and/or services where limitations on the supply source, necessary restrictions in specifications or standardizations, quality considerations, or where it has been determined that the goods and services are reasonably available from one and only one vendor, allowing for an exception to the competitive procurement process. The desired contractor is the only vendor in the region qualified, able, and prepared to complete this urgent replacement project. Beacom Construction Company has previously assisted the County with State regulatory compliance required repairs with the underground fuel tank at Rohnerville Airport (O16) and tank replacement project at Murray Field (EKA), demonstrating exemplary work on the associated projects. This contractor has the capacity to satisfy the time constraints, geographic limitations, and has the staffing and expertise for the work, providing continuity of the same local company servicing fuel tanks at multiple airport locations.

FINANCIAL IMPACT:

The estimated cost for this project is not to exceed \$100,000. This cost has been budgeted for FY23/24 and will be paid for using CARES Act Grant Funding previously allocated to the Department of Aviation. Therefore, there is no impact to the General Fund.

STAFFING IMPACT:

N/A

STRATEGIC FRAMEWORK:

This action supports your Board's Strategic Framework priority of providing for and maintaining infrastructure

OTHER AGENCY INVOLVEMENT:

N/A

ALTERNATIVES TO STAFF RECOMMENDATIONS:

The Board may decide not to authorize the Department of Aviation to execute a contract up to \$100,000 for the repair of the underground storage tank at O16. However, this alternative is not recommended as without the necessary repairs, the underground fuel tank will be out of compliance and unable to serve the O16 pilot community. Additionally, if the repair is not made and fueling operations continue, the Department of Aviation would be subject to fines of up to \$5,000 per day through the CUPA. Fuel availability at O16 is important to the tenants and users at the O16 Airport. The lack of fuel at O16 may require pilots to divert to other County owned airports, resulting in increased costs to aircraft operators.

There are two alternative options in addressing the regulatory issues with the current UST at the O16 Airport. One option would be to remove the UST and not replace it. The cost for executing this option would be approximately \$100,000. This cost could be lower or higher depending on how much remediation, if any, was needed at the site. The Department is not recommending this option as there would be no fuel for O16 users on-site long-term. However, financially long-term, this option would be the lowest cost option.

The second alternative option would be to remove the UST, and replace it with an above ground fuel tank. This option would be approximately \$400,000-\$600,000, but could fluctuate again depending on remediation efforts, and which new equipment was installed. This option is not recommended due to the overall cost of the project and the lack of financial return on fueling operations at the O16 Airport. The Department of Aviation would need funding from the General Fund to complete this option. This alternative would also require CEQA evaluation that could lead to additional costs and time to complete.

ATTACHMENTS:

1. Construction Agreement - O16 100LL Underground Fuel Tank Repair
2. Notice of Exemption

PREVIOUS ACTION/REFERRAL:

Board Order No.: N/A

Meeting of: N/A

File No.: N/A