



**AGENDA REPORT**

**PROPOSED ACTION:** **Resolution:** Approve and Authorize the Executive Director to Waive Formal Competitive Procurement Procedures, Execute an Agreement with Oshkosh AeroTech, LLC, to Refurbish Three Passenger Boarding Bridges in Terminal 1 for an Amount Not to Exceed \$1,592,400, and Execute Contract Change Orders with Oshkosh AeroTech, LLC, for an Amount Not to Exceed \$100,000; and Finding that the Proposed Action is Exempt Under the California Environmental Quality Act.

**Submitted By:** Craig Simon, Director of Aviation; Kristi McKenney, Executive Director

**Parties Involved:** Oshkosh AeroTech, LLC; Roy, Utah

**Amount:** \$1,692,400 Capital Expense  
(Part of a Total Project Budget of  
\$1,722,400)

**EXECUTIVE SUMMARY:** Passenger Boarding Bridges (PBBs) at Oakland San Francisco Bay Airport (OAK or Airport) are used to connect the terminal building with parked aircraft for passenger access. PBBs generally have a useful life of approximately 20 years. The PBBs at Gates 9 and 11 have been in service for more than 20 years, and the PBB at Gate 14 has been in service for 18 years. The replacement parts for these bridges are now difficult to find. Port Staff recommend refurbishing these bridges to extend their useful life by 8 to 10 years and to improve operability, customer service, and parts availability.

**BACKGROUND & ANALYSIS**

OAK uses PBBs at the passenger terminals to provide a convenient and safe means of connecting the passenger terminal with parked aircraft. The PBB is “driven” to the door of an aircraft parked at the gate and is retracted when it is no longer in use. The PBBs are driven multiple times a day with each arriving and departing aircraft at that gate to allow passengers to exit or enter the aircraft. The PBBs have a useful life of approximately 20 years and are maintained regularly by Port Staff through a preventative maintenance program and as-needed repairs.

Port Staff determined that the bridges at Gates 9, 11, and 14, which are at or near end of life, are suitable for refurbishment at a significantly lower cost than full replacement. The bridges at Gates 9 and 11 have been in service for 22 years and the bridge at Gate 14 has been in service for 18 years. These bridges have reached the end of their useful life in terms of mechanical systems as well as electronics and software. Even with regular preventative maintenance, the repair of older bridges requires replacement parts that are increasingly hard to find, and the software and drive programs become obsolete. Key components of these bridges can be refurbished by the bridge manufacturer to extend their useful life prior to fully replacing them. The software and drive programs on these bridges are outdated and need to be upgraded to continue operation. Replacement of key

components will address the parts most subject to wear and difficult to repair due to lack of parts; and will extend the useful life of the bridges.

All bridges at OAK are manufactured and installed by one manufacturer – Oshkosh AeroTech, LLC (formerly JBT Corporation). The Port historically and consistently requested approval to source bridges from the same manufacturer to maintain consistency between equipment and spare parts and to maximize safety in operation, especially given the specialized nature of such equipment.

Port Staff worked with representatives from Oshkosh Aerotech, LLC, to review the existing conditions of PBB 9, 11, and 14, and requested a quote to furnish and install the necessary replacement parts and systems. The Port received and reviewed a quote in the amount of \$1,592,399 and Port Staff consider the price to be reasonable based on typical cost of parts and labor for this specialized equipment . The quote includes parts, labor, prevailing wage, MAPLA, a Performance Bond, and a Payment Bond. With an additional \$100,000 in change order authority, representing approximately 6% of the contract value, the maximum not to exceed contract value would be \$1,692,400. Facilities Port labor is required for Port Staff to manage the refurbishment and \$30,000 has been included for this support, for a total project budget of \$1,722,400. Port Staff anticipate that the work on site will be completed within twelve months of contract execution. This includes six months to procure long-lead time items and approximately three months to conduct on-site activities.

Working directly with the manufacture for this refurbishment also requires the Board of Port Commissioners to Port Staff request Executive Director authority to waive standard bidding procedures finding it in the best interest of the Port to enter into a single source agreement with Oshkosh AeroTech, LLC, to perform the rehabilitation of PBBs at Gates 9, 11, and 14 and to dispose of the equipment and parts that are replaced.

## **OTHER FINDINGS AND PROVISIONS**

### **ENVIRONMENTAL REVIEW**

The proposed action was analyzed under the California Environmental Quality Act (CEQA) and was found to be:

☒ Categorically exempt under the following CEQA Guidelines Section:

15302 (Replacement or Reconstruction)

☐ "Common Sense" exemption under CEQA Guidelines Section 15061(b)(3).

☐ Other/Notes:

### **BUDGET**

☐ Administrative (No Impact to Operating, Non-Operating, or Capital Budgets); OR

☐ Operating

☐ Non-Operating

☒ Capital

Analysis: This project is included in the FY 2026 Aviation Capital Budget for \$1,300,000. Based on new information and an updated planning schedule, the spending will occur across two fiscal years, with up to \$850,000 to be spent in FY 2026 and up to \$872,400 to be spent in FY 2027. Adjustments to FY 2027 funding will be addressed during the upcoming budget planning. The project will be financed using Port cash, with eligible costs recovered through airlines' rates and charges.

#### **Table 1: Total Project Budget to Refurbish Three PBBs at Terminal 1**

Oshkosh AeroTech Quote (Gates 9, 11, 14)	\$	1,592,400
Contract Change Order Contingency	\$	100,000
<b>Not to Exceed Contract Authority</b>	<b>\$</b>	<b>1,692,400</b>
Port Labor	\$	30,000
<b>Total Project Budget:</b>	<b>\$</b>	<b>1,722,400</b>

### **STAFFING**

☒ No Anticipated Staffing Impact.

☐ Anticipated Change to Budgeted Headcount.

Reason:

☐ Other Anticipated Staffing Impact (e.g., Temp Help).

Reason:

<p><b><u>MARITIME AND AVIATION PROJECT LABOR AGREEMENT (MAPLA):</u></b></p> <p><u>Applies?</u> Yes (CIP) – proposed action entails covered work on Port’s Capital Improvement Program in Aviation or Maritime areas above the threshold cost.</p> <p><input type="checkbox"/> <u>Additional Notes:</u></p>	<p><b><u>LIVING WAGE</u></b> (City Charter § 728):</p> <p><u>Applies?</u></p> <p>No (Not Covered Entity) – proposed action involves entity not covered by Living Wage requirements because it is not a covered service provider or tenant, does not employ at least 21 employees, or receive from or pay to Port at least \$50,000.</p> <p><input type="checkbox"/> <u>Additional Notes:</u></p>
<p><b><u>SUSTAINABLE OPPORTUNITIES:</u></b></p> <p><u>Applies?</u> <b>Yes.</b></p> <p><u>Reason:</u> Refurbishment of these bridges replaces up to 15% of the existing materials, so this approach would extend the useful life of approximately 85% of these bridges for up to 10 years.</p> <p>The replaced equipment such as drive motors will be more efficient, which will lower the power usage during operation. Additionally, the parts and materials that are removed will be recycled to the extent possible.</p>	<p><b><u>GENERAL PLAN</u></b> (City Charter § 727):</p> <p><u>Conformity Determination:</u></p> <p>Maritime/Aviation – proposed action conforms to policies for transportation designation of the General Plan.</p>
<p><b><u>STRATEGIC PLAN.</u></b> The proposed action would help the Port achieve the following goal(s) in the Port’s Strategic Plan:</p> <p><input type="checkbox"/> Capture Our Market and Grow the Economic Base</p> <p><input checked="" type="checkbox"/> Modernize and Upgrade Infrastructure</p> <p><input type="checkbox"/> Transition to Zero-Emissions and Build Climate Resilience</p> <p><input type="checkbox"/> Maximize Land Use Value and Revenues</p> <p><input type="checkbox"/> Workforce Training and Jobs Development</p> <p><input type="checkbox"/> Create Opportunities for Local Businesses and Community Economic Development</p>	