

## AGENDA REPORT

**Resolution:** Approve a \$194,000 Design Budget for Security Exit Improvements at Terminal 2 Near the Bag Claim Exit, Oakland International Airport (**Aviation**)

**MEETING DATE:** 10/12/2017

**AMOUNT:** \$194,000 (FY 2018)  
Capital Expenditure

**PARTIES INVOLVED:** On-Call Design Consultant  
WSP, Oakland, CA  
John Fisher, Vice President

**SUBMITTED BY:** Bryant L. Francis C.M., Director of Aviation  
Chris Chan, Director of Engineering

**APPROVED BY:** J. Christopher Lytle, Executive Director

**ACTION TYPE:** Resolution

### **EXECUTIVE SUMMARY**

This agenda report seeks budget approval of \$194,000 for the design of security improvements at Terminal 2 Bag Claim Security Exit (T2 Security Exit) under the current Professional Services Agreement with WSP USA, Inc. (WSP). The design will be funded with Passenger Facility Charges (PFCs).

### **BACKGROUND**

The T2 Security Exit is used as the main exit for pedestrian traffic to exit from the sterile area of Terminal 2, into the non-sterile or public area of the terminal adjacent to the baggage claim area. The pedestrian traffic utilizing this exit may include, but is not limited to, arriving passengers, airline staff, vendors, and airport employees.

The existing T2 Security Exit consists of two down escalators, a set of stairs, and an elevator that connects the sterile, second floor of the terminal to the publicly accessible first floor level of the terminal. The majority of the pedestrians use the escalators and stairs, located in the center of the exiting area. The elevator is adjacent to the escalators and is utilized by the public to travel from the second to first floor. Egress from the second floor sterile area to the first floor public area is permissible by all pedestrian traffic. Use of the elevator to ascend from the first floor to the second floor is allowed only by authorized personnel.

## **ANALYSIS**

The T2 Security Exit is located in a different area of the terminal from the TSA staffed checkpoint so the Port of Oakland (Port) pays an average of \$306,000 annually to staff two Alameda County Sherriff's Office (ACSO) safety aides to keep the exit area secure. The Port could reduce its operating expenses if one or both of these staffed locations are eliminated with layout reconfiguration, new security equipment, and/or technology upgrades while maintaining or increasing the existing level of security.

In May 2017, WSP completed a reconfiguration study of the T2 Security Exit. This study was performed under WSP's current professional services agreement for On-call Engineering Design Services. The results of the study indicate that with today's advancements in security and technology, there are cost-effective options to reconfigure the T2 Security Exit, increase pedestrian traffic security, and potentially reduce the need for one or both of the stationed ACSO safety aides.

Port staff have negotiated a not-to-exceed price of \$135,300 with WSP to prepare construction plans, technical specifications, cost estimates, and provide bid support. The work that will be performed by WSP is specific to Terminal 2 near the bag claim exit.

Port staff is requesting the Board approve a \$194,000 design budget for security exit improvements near the Terminal 2 Bag Claim.

## **BUDGET & STAFFING**

T2 Security Exit is included in the FY 2018 Capital Improvement Plan. This project will be 100% funded with PFCs and was included in PFC Application #14.

The requested design budget approval of \$194,000 covers Port labor and consultant design and support costs through bid.

A summary of the T2 Security Exit project costs, including the completed planning study and the requested design budget is presented below in Table 1:

Table 1 – T2 Security Exit Planning and Design Costs

<b>Phase</b>	<b>Consultant</b>	<b>Port Labor</b>	<b>Total</b>
Planning	\$89,200	\$16,800	\$106,000
Design	\$135,300	\$58,700	\$194,000
Total	\$224,500	\$75,500	\$300,000

Port staff estimates the total project cost will be approximately \$2 million. Staff will return to the Board for the construction budget authorization.

There is no anticipated staffing impact associated with the requested authorization.

## **MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)**

The Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) does not apply because this contract is for professional services that are not within the craft jurisdiction of the unions signatory to the MAPLA.

## **STRATEGIC PLAN**

The action described herein would help the Port achieve the following goals and objectives in the Port's Strategic Plan (<http://www.portofoakland.com/pdf/about/strategicPlan2011-2015.pdf>)

### **Goal B: Maintain and Aggressively Grow Core Businesses**

- Goal B: Objective 5: Enhance customer services (i.e., market intelligence, technical knowledge, strategic advice and problem solving).

### **Goal D: Improve the Port's Financial Position**

- Goal D: Objective 2: Minimize expenditures and focus on core services.

## **LIVING WAGE**

Living wage requirements, in accordance with the Port's Rules and Regulations for the Implementation and Enforcement of the Port of Oakland Living Wage Requirements (the "Living Wage Regulations"), do not apply to this agreement as the service provider does not employ 21 or more employees working on Port-related work. However, the service provider will be required to certify that should living wage obligations become applicable, the service provider shall comply with the Living Wage Regulations.

## **ENVIRONMENTAL**

CEQA Determination: This action has been determined to be categorically exempt from requirements of the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15301, Existing Facilities, which exempts the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. Only minor alterations to the premises and no changes to the use are proposed as part of this security area redesign.

## **GENERAL PLAN**

This project is for professional services and will not directly include any alteration of property. Development projects that result from these professional services will be subject to separate

findings of conformity with the City of Oakland General Plan in accordance with Section 727 of the Charter.

### **OWNER-CONTROLLED INSURANCE PROGRAM (OCIP)**

Professional service agreements are not subject to the Port's Owner Controlled Insurance Program (OCIP) as professional services are not construction activities.

### **OPTIONS**

The following are options for the Board's consideration:

1. Approve a \$194,000 design budget for security exit improvements at Terminal 2 near the bag claim exit. This is the recommended option.
2. Do not authorize the budget for the security exit improvements. The exit would operate as it does today with two ACSO officers and signage to prevent pedestrians from crossing into the sterile, terminal area. The Port would continue to pay on average of \$306,000 annually to staff each location.

### **RECOMMENDATION**

Staff recommends that the Board approve a \$194,000 design budget for security exit improvements at Terminal 2 near the bag claim exit.