

## AGENDA REPORT

**Resolution:** Approve \$945,000 Design Budget for Southfield Pavement Improvements and Airfield Signage Replacement Projects, and Authorization to Apply for and Accept Grant Awards from the Federal Aviation Administration (FAA) for the Following Projects: Southfield Pavement Improvements, Airfield Signage Replacement, Airfield Geometric Study and Airport Layout Plan Update, Oakland International Airport. **(Aviation)**

**MEETING DATE:** 12/14/2017

**AMOUNT:** \$945,000 (FY 2018)  
Capital Expenditure

**PARTIES INVOLVED:** Federal Aviation Administration

**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 design budget approvals and authorization to apply for and accept Federal Fiscal Year (FFY) 2018 Airport Improvement Project (AIP) grant funding for four projects. The rationale and budget information for the FFY 2018 AIP grant funded projects is presented in this report.

### **BACKGROUND**

The Port of Oakland applies for federal grant assistance to replace and upgrade infrastructure at the Oakland International Airport (OAK) on an annual basis. The Federal Aviation Administration (FAA) manages the distribution of AIP funds and sets eligibility and grant conditions.

Four projects are included in the Port's AIP program request to FAA for FFY 2018. These projects include:

- Southfield Pavement Improvements,
- Airfield Signage Replacement,
- Airfield Geometric Study, and
- Airport Layout Plan (ALP) Update

The Southfield Pavement Improvements and Airfield Signage Replacement projects are included in the Port's 5-year Capital Improvement Plan (CIP). The airfield geometric study and ALP update will be included the Port's Fiscal Year 2019 operating expense budget.

The total project costs for the four projects are estimated to be up to approximately \$7.5 million with an anticipated FFY 2018 AIP grant of up to \$6.0 million, (approximately 80%) and the Port share estimated at \$1.5 million.

A summary of the total estimated project grant requests is listed in Table 1 below:

Table 1 – Proposed FFY 2018 AIP Grant Requests<sup>1</sup>

<b>Project Number</b>	<b>Description</b>	<b>Anticipated FFY 2018 AIP Grant</b>	<b>Local (Port) Share</b>	<b>Total Estimated Project Cost</b>
1	Southfield Pavement Improvements	\$1,840,000	\$460,000	\$2,300,000
2	Airfield Signage Replacement	\$2,480,000	\$620,000	\$3,100,000
3	Airfield Geometric Study	\$800,000	\$200,000	\$1,000,000
4	Airport Layout Plan Update	\$880,000	\$220,000	\$1,100,000
	<b>Total</b>	<b>\$6,000,000</b>	<b>\$1,500,000</b>	<b>\$7,500,000</b>

1) The total estimated project cost for each project may vary but aggregate total project cost is not anticipated to exceed \$7.5 million.

The FAA requires airport sponsors to submit AIP grant applications, including associated competitive bid packages for all grant requests by May 1, 2018, for grants to be awarded in FFY 2018 (October 1, 2017 through September 30, 2018). The FAA requires airport sponsors to submit proposed scopes of work for planning studies with their AIP grant requests.

## **ANALYSIS**

### **1) Southfield Pavement Improvements**

During the Airport Pavement Management System (APMS) update, the following airport paved areas were identified for rehabilitation in FFY 2018, and are presented in Figure 1:

- Taxiway Tango between Taxiways Bravo and Sierra
- Portions of the East Apron between Terminals 1 and 2
- The vehicle service road (VSR) parallel to Taxiway Bravo and a portion of the tug road adjacent to Terminal 1

Figure 1. Locations of FFY 2018 AIP Pavement Improvements



The scope of the Southfield Pavement Improvements include overlays, crack sealing, repair of spalled concrete pavement joints, pavement replacement, and installation of pavement markings. Port staff recommend designing and bidding these improvements as a single public works contract for efficiency given the similar nature of all of the work with bids received in mid-April 2018. The bid results will be included in the FAA AIP grant application to be submitted by May 1, 2018.

Port staff is requesting the Board approve a \$650,000 design budget for the Southfield Pavement Improvements project.

## 2) Airfield Signage Replacement

The Airport has modernized a number of Airfield signs in conjunction with other projects. The remaining signs need to be replaced and modernized. Improvements will include

new frangible boxes mounted on existing or new foundations, and panels that support the replacement of existing and addition of new signs.

Port staff is requesting the Board approve a \$295,000 design budget for the Airfield signage replacement project.

In order to design and bid the Southfield Pavement Improvements and Airfield Signage Replacement projects by May 1, 2018, Port staff plan to use existing on-call consultants under contract with the Port for the design services. These consultants were selected following FAA requirements for federal assistance programs.

After receipt of contractor bids for construction of the projects, Port staff will return to the Board requesting:

- Approval of construction budgets,
- Authorization for the Director of Engineering to approve the plans and project manuals, and
- Authorization for the Executive Director to award the construction contracts.

### 3) Airfield Geometric Study

The FAA has requested the Port perform an analysis to identify existing runway and taxiway geometries, and improvements that can be made to enhance safety.

Port staff will prepare a Request for Qualifications (RFQ) for a consultant team to perform a geometric study of OAK runways and taxiways to identify geometries that need to be revised to further enhance safety along with order of magnitude cost estimates for the alternatives.

Port staff anticipate issuing an RFQ for interested design firms in mid-2018 for the Airfield Geometric Study, and will return to the Board to seek contract authorization. The \$1.0 million estimated cost will be included in the FY2019 Operating Budget and any spending in FY2018 can be absorbed in the FY2018 budget.

### 4) Airport Layout Plan (ALP) Update

The ALP serves as a critical planning tool that depicts both existing facilities and planned development for an airport. Sponsors of airport development carried out at federally obligated airports must accomplish improvements in accordance with an FAA-approved ALP.

In addition, a current FAA approved ALP is a prerequisite for issuance of a federally funded grant for airport development. The FAA requires that a federally obligated airport update its ALP every few years to reflect existing features and future needs, conformance to current airport design standards, and critical land use changes which may affect the navigable airspace or the ability of the airport to expand. The last major OAK ALP update was approved by the FAA in 2015.

Staff anticipate issuing an RFQ for interested design firms for the ALP Update, and will return to the Board to seek contract authorization. The \$1.1 million cost will be included in the FY2019 Operating Budget.

## **BUDGET & STAFFING**

The Southfield Pavement Improvements and Airfield Signage Replacement projects are included in the Port's 5-year Capital Improvement Plan. The Airport Geometric Study and ALP Update will be included in the Port's FY 2019 operating budget. Table 2 below presents the estimated project design costs requested in this agenda report.

Table 2 – Estimated Design Costs

<b>Project Number</b>	<b>Description</b>	<b>Consultant</b>	<b>Port Labor</b>	<b>Total</b>
1	Southfield Pavement Improvements	\$400,000	\$250,000	\$650,000
2	Airfield Signage Replacement	\$150,000	\$145,000	\$295,000
	<b>Total</b>	<b>\$550,000</b>	<b>\$395,000</b>	<b>\$945,000</b>

All of these projects are eligible for approximately 80% AIP grant funding and will be included in the FFY 2018 application requests.

The proposed action does not have any staffing impact.

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

The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) apply to these professional services contracts only to the extent it involves work within the craft jurisdiction of the unions signatory to the MAPLA, such as any field surveying, on-site soils and materials testing and inspection, and geotechnical and exploratory drilling work.

## **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 A: Create Sustainable Economic Growth for the Port and Beyond**

- Goal A: Objective 1: Maximize the use of existing assets.

### **Goal F: Aggressively Obtain Maximum Amount of External Grant And Government Funding And Regulatory Relief**

- Goal F: Objective 1: Implement formal grants/external funding task force.

## **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 the requested action of grant application and acceptance. However, living wage requirements may apply to the design portion of the work, if the work exceeds \$50,000 and the contractor employs more than 20 employees.

## **ENVIRONMENTAL**

CEQA Determination: This action was reviewed in accordance with the requirements of the California Environmental Quality Act (CEQA), and the Port CEQA Guidelines. The CEQA Guidelines, Section 15061(b)(3) ("the general rule") states that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Because it can be seen with certainty that there is no possibility that submitting an FAA AIP application and accepting the grant funds for the projects described in the Analysis section may have a significant effect on the environment, the action is not a "Project" under CEQA, and is not subject to CEQA under the General Rule Exclusion.

### **Projects**

Southfield Pavement Improvements and Airfield Signage Replacements: These projects have been determined to be categorically exempt from 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. No changes to the premises or use are proposed with the potential improvements and signage replacement.

Airfield Geometric Study and Airport Layout Plan Update: These projects have been determined to be statutorily exempt from CEQA Guidelines pursuant to Section 15262, Feasibility and Planning Studies which exempts projects for possible future actions which the agency, board, or commission has not approved, adopted, or funded, and does not have any legally binding effect on later activities.

### **Sustainable Opportunities**

During design development of the Southfield Pavement Improvement and Airfield Signage Replacement projects, Port staff will explore sustainable opportunities that may include installation of recycled concrete for pavement aggregate base material and energy efficient signage lighting.

## **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**

(1) Approve \$945,000 design budget and authorize the Executive Director to apply for and accept FFY 2018 AIP grant funding for the following projects:

- Southfield Pavement Improvements (design budget \$650,000)
- Airfield Signage Replacement (design budget \$295,000)
- Airfield Geometric Study
- Airport Layout Plan Update

(2) Do not approve the design and planning study budgets nor apply for AIP grant(s) for the above-recommended projects. Without this work, the Port will not be able to apply for AIP grant funds, and postponing these important airfield infrastructure projects may jeopardize the safety and reliability of important airport infrastructure.

## **RECOMMENDATION**

Port staff recommends that the Board approve \$945,000 in budget and authorize the Executive Director to apply for and accept FFY 2018 Airport Improvement Project (AIP) grant funding for the following projects:

- Southfield Pavement Improvements (design budget \$650,000)
- Airfield Signage Replacement (design budget \$295,000)
- Airfield Geometric Study
- Airport Layout Plan Update