

## AGENDA REPORT

**Resolution:** Budget Authorization of \$490,000 for the Design of Capital Improvements for Airport 12 Ejector Station and Airport 15 Ejector Station Rehabilitation; Budget Authorization of \$433,000 and Authorization for the Director of Engineering to Approve Plans and Project Manual for the Design and Construction of Capital Improvements for Terminal 1 Restroom Sewer Line Repair, Oakland International Airport (**Aviation**)

**MEETING DATE:** 4/26/2018

**AMOUNT:** \$490,000 Design Budget for Airport 12 Ejector Station and Airport 15 Ejector Station (FY 17-18)  
\$433,000 Design and Construction Budget for Sewer Line Repair (FY 17-18)  
Capital Expenditure

**PARTIES INVOLVED:** On-Call Design Consultant  
Schaaf & Wheeler, Santa Clara, CA  
Charles D. Anderson, President

On-Call Contractor  
TBD

**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**

Port Facilities has identified issues with the sewer ejection system for the restrooms near Gate 12 and Gate 15 in Terminal 1, as well as issues with the sewer line for the Terminal 1 restrooms in the ticketing/baggage claim of Building M101. These repairs should proceed soon to avoid future service disruptions. This agenda report requests action from the Board to:

1. Approve the design budget of \$490,000 for capital improvements for Airport 12 ejector station and Airport 15 ejector station.
2. Approve the design and construction budget of \$433,000 for capital improvements for Terminal 1, Building M101 restroom sewer line repair.
3. Authorize the Director of Engineering to approve the Terminal 1, Building M101 restroom sewer line repair plans and project manual.

## **BACKGROUND**

The Port owns, operates, and maintains a sanitary sewer collection system at the Oakland International Airport (OAK), which consists of lateral pipes, trunk lines, manholes, lift and ejector stations, and other sewer appurtenances that collect and convey sewage directly to East Bay Municipal Utility District (EBMUD) Pump Station G located at Swan Way and Doolittle Drive. Much of the infrastructure is beyond its useful life and in need of repair.

Airport 12 ejector station (AP12E) and airport 15 ejector station (AP15E) are located on the apron near Gate 12 and Gate 15 at Terminal 1, as shown on Figure 1. AP12E serves the women's restroom and AP15E serves the men's restroom located in the terminal. Both ejector stations were originally constructed in the 1960s. These two ejector stations have required increased maintenance to remain operational due to wear.

The sanitary sewer pipe that serves both the men's and women's restrooms located in ticketing/bag claim of Terminal 1, Building M101 is the original pipe that was installed in the 1960s. In January 2018, Port Facilities discovered a slow leak in the pipe. Port staff inspected the sanitary sewer pipe and determined that the pipe should be replaced in its entirety as quickly as possible.

See project locations in Figure 1.

Figure 1 – Project Locations



## **ANALYSIS**

### *Ejector Stations AP12E and AP15E*

In February 2018, the women's restroom near Gate 12 in Terminal 1 was closed for three (3) weeks because the sewer ejector system was not functioning and replacement parts

could not be located. Port Facilities was ultimately able to secure and install replacement parts and the restroom was reopened. There is a similar ejector system at Gate 15, also installed in the 1960s. This current type of ejector station is now obsolete. Parts for the system are still being manufactured but are hard to find. According to the manufacturer, all parts will be discontinued within two years. Port staff has determined that the ejector stations need to be replaced with new sanitary sewer pump systems in order to maintain service to the affected restrooms. An on-call design consultant will be used to design these improvements and expedite project delivery.

A list of on-call consultant firms was selected through a formal competitive process and approved by the Board at its July 14, 2016 Board Meeting. In order to replace the existing AP12E and AP15E ejector stations with new sanitary sewer pumping systems, Port staff intends to use Schaaf & Wheeler, an approved on-call consultant, to immediately begin preparing design plans and specifications, along with providing bid and construction support services. Due to the similarity in design and age of both AP12E and AP15E ejector stations, Port staff recommends designing both sewer stations as one design package. Once the design is finalized, staff will bid the AP12E and AP15E rehabilitation projects through the Port's formal competitive procurement process and return to the Board for construction budget authorization, plans and project manual approval, and contractor selection.

#### *Terminal 1, Building M101 Restroom Sewer Line Repair*

Port staff also recommends replacing the entire sanitary sewer pipe that serves both the men's and women's restrooms in Terminal 1, Building M101. The leak is small and the restrooms are still open now, but repairs to the pipe are needed immediately. In order to expedite the repair, Port staff intends to also use Schaaf & Wheeler to prepare the design plans and specifications, and provide bid and construction support services of the sewer pipe replacement. Port staff recommends soliciting bids and awarding construction of the sanitary sewer pipe repair to one of its three (3) on-call building contractors due to the urgency of the repairs. A list of on-call contractor firms was selected through a formal competitive process and approved by the Board at its September 22, 2016 Board Meeting. Port staff anticipates performing the repairs at night to minimize disruption of service to OAK passengers and tenants.

Port staff has negotiated and agreed with Schaaf & Wheeler on a scope of work and an associated fee for design services for AP12E and AP15E for \$200,000. The associated design fee for the sanitary sewer pipe repair is \$40,000. Port staff estimates the sewer line repair contractor costs to be \$277,000.

In order to maintain the performance and function of these critical facilities, replacement of the existing systems is necessary. These improvements are critical to ensure uninterrupted sanitary sewer service for the OAK passengers and tenants.

## **BUDGET & STAFFING**

The AP12E and AP15E Rehabilitation Project is included in FY18-19 of the Port's 5-year Capital Improvement Plan (CIP). The design phase of AP12E and AP15E is estimated to cost \$490,000 and it is recommended that the design work begin now in FY17-18. The remaining project budget will be requested upon completion of the design and is currently estimated to be approximately \$2 million. The project will be funded with Port cash.

A summary of the AP12E and AP15E design cost distribution is shown in Table 1 below:

Table 1 - Estimated Design Costs for AP12E and AP15E Rehabilitation Projects

Phase	Consultant	Port Labor	Total
Design	\$ 200,000	\$ 290,000	\$ 490,000

The Terminal 1 sewer pipe repair was not included in the current budget. The project cost is estimated at \$433,000 to be funded with Port cash.

A summary of the sewer line repair project cost is shown in Table 2 below:

Table 2 - Estimated Project Costs for Terminal 1 Sewer Pipe Repair

Phase	Consultant	Contractor	Port Labor	Sub-Total
Design	\$ 40,000	\$ 0	\$ 53,000	\$ 93,000
Construction	\$ 10,000	\$ 277,000	\$ 53,000	\$ 340,000
<b>Project Total</b>				<b>\$ 433,000</b>

Although neither the design for the AP12E and AP15E Rehabilitation Project or Terminal 1 sewer pipe replacement were included in the FY17-18 Capital Budget, staff expects to absorb this expenditure through savings or deferred spending on other projects that were included in the FY17-18 CIP and therefore, does not request to increase the Capital Budget.

Once the projects are completed, the Port cash will be partially reimbursed through the terminal rental rate over the useful life of the asset.

There is no anticipated staffing impact.

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

The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) apply to the construction contract of this work.

## **STRATEGIC PLAN**

The action described herein would help the Port achieve the following goals and objectives in the Port's Strategic Business Plan (2018-2022).

<https://www.portofoakland.com/wp-content/uploads/Port-of-Oakland-Strategic-Plan.pdf>

Goal: Improve Customer Service

Goal: Modernize and Maintain Infrastructure

## **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"), may apply to the professional services of this contract, if the contract is more than \$50,000 and the service provider employs 21 or more employees. Construction work will be subject to prevailing wages.

## **SUSTAINABILITY**

Port staff completed the Sustainability Opportunities Assessment Form for this project pursuant to the 2000 Sustainability Policy and updated procedures. The design of the AP12E and AP15E rehabilitation projects will include replacement of the existing ejectors with new energy efficient pumps to reduce power usage.

## **ENVIRONMENTAL**

California Environmental Quality Act (CEQA) Guidelines Section 15061(b) (3) states that CEQA applies only to activities that have a potential for causing a significant effect on the environment. The requested action will not result in a physical change in the environment, and therefore is exempt from CEQA and no further environmental review is required.

## **GENERAL PLAN**

This action is limited to maintenance of the existing facility and does not change the use of the facility, make significant alterations to the facility, or create a new facility; therefore, a General Plan conformity determination pursuant to Section 727 of the City of Oakland Charter is not required.

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

As the construction and design projects are capital improvement projects, the applicable Owner Controlled Insurance Program (OCIP) coverages and provisions apply to the construction phases.

## **OPTIONS**

The following are options for the Board's consideration:

1. Authorize budget of \$490,000 to proceed with design of capital improvements of AP12E and AP15E rehabilitation. Authorize budget of \$433,000 to proceed with the design and construction of capital improvements, and authorize the Director of Engineering to approve plans and project manual for the sanitary sewer pipe repair that serves both the men's and women's restrooms in Terminal 1, Building M101. This is the recommended option.
2. Authorize budget of \$490,000 to proceed with design of capital improvements of AP12E and AP15E rehabilitation. Authorize budget of \$93,000 to proceed with only the design of capital improvements of the Terminal 1, M101 restroom sewer line repair 1. Staff would return to the Board for approval of plans and project manual and construction award of all three sewer project after completion of design. This would delay the repairs to the leaking sewer pipe under Terminal 1. This is not recommended.
3. Do not authorize the budget for the design of capital improvements of AP12E and AP15E rehabilitation. Do not authorize the design and construction of Terminal 1, M101 restroom sewer line repair. The Port would incur increasing costs to maintain aging and critical airport utilities. Restrooms may need to be closed. This is not recommended.

## **RECOMMENDATION**

Staff recommends that the Board authorize the budget of \$490,000 to proceed with design of capital improvements of AP12E and AP15E rehabilitation; and authorize the budget of \$433,000 to proceed with the design and construction of capital improvements, and authorize the Director of Engineering to approve plans and project manual for the Terminal 1, M101 restroom sewer line repair.