

AGENDA REPORT

Resolution: Authorize a Budget Increase of \$123,000 for the Design of Security Exit Improvements at Terminal 2 Near the Bag Claim Exit, Oakland International Airport
(Aviation/Engineering) [Choose an item.](#)

MEETING DATE: 9/13/2018

AMOUNT: \$123,000 (FY 2019)
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 a design budget increase of \$123,000 for the security improvements project 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 portal for pedestrian traffic to exit from the sterile area of Terminal 2, into the non-secure area of the terminal, adjacent to the baggage claim area. There is a combination of stairs, escalators, and an elevator for egress from the second-floor terminal to the publicly accessible first-floor level of the terminal. The Port is currently staffing two Alameda County Sheriff's Office (ALCO) safety aides monitoring the T2 Exit area, one at the upper level and one at the lower level, at a cost of \$306,000 annually for both safety aides.

On October 12, 2017, the Board authorized a \$194,000 design budget covering consultant and Port labor design costs for reconfiguration of the T2 Security Exit through Resolution 17-107. The design is being prepared by WSP, a consultant under a Professional Services Agreement for On-Call Engineering Design Services. The current approved budget is limited

to the reconfiguration of the T2 Security Exit and layout of new security equipment specific to pedestrians exiting the sterile area of the terminal and includes security cameras, access control doors, and glass partitions.

ANALYSIS

The project is currently at 70% final design. During 60% design review, Port staff determined that the existing overhead wayfinding signs would be obstructed by the new glass partitions. Staff recommends removing the existing signs and integrating new wayfinding signs into the project design.

In addition, an existing employee screening machine is being relocated to a new location in the lower level exit area, adjacent to the project area, to screen employees during work shift changes. More room is needed in the lower level exit area for the screening machine to operate. Staff recommends modifying the layout to meet the spacing requirements of the screening machine.

Due to the architectural impacts of the new wayfinding signage and revised layout, the consultant and Port staff would need to go through additional design iterations in order to select the best suitable design for the T2 Security Exit.

The items listed above were not part of the original project scope but should be incorporated as an integral part of the design effort. Port staff is requesting additional design budget approval to address these items.

Port staff has negotiated and agreed with WSP on a scope of work and associated fee for the additional design services described above. The requested changes in scope would result in an additional \$70,000 in design consultant support and an additional \$53,000 in Port labor costs for this project.

Only budget for additional design services is being requested for authorization at this time. Once the design is finalized, staff will return to the Board for construction budget authorization, plans and project manual approval, and contractor selection for the award of the public works contract.

BUDGET & STAFFING

T2 Security Exit is included in the FY 2019 Capital Improvement Plan. Port staff estimates the total project cost will be approximately \$2 million, and will be 100% funded with PFCs, as approved in PFC Application #14.

The revised design budget for the project is estimated to cost \$317,000. A summary of the design budget distribution is presented in Table 1 below:

Table 1 – Estimated Project Design Budget

Description	Design Budget	Additional Budget Request	Revised Design Budget
Port Labor	\$58,700	\$53,000	\$111,700
Consultant	\$135,300	\$70,000	\$205,300
Total	\$194,000	\$123,000	\$317,000

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 Business Plan (2018-2022).

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

- Goal: Improve Customer Service
- Goal: Strengthen Safety and Security

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

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.

SUSTAINABILITY

Port staff have reviewed the Port's 2000 Sustainability Policy and completed the Sustainability Opportunities Assessment Form and found that there are no sustainability opportunities related to this proposed action because this action is specifically for furnishing and installing new security equipment, wayfinding signs and glass partitions. With that said Port staff will look at the potential reuse of the existing wayfinding signs at other airport locations.

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 \$123,000 in additional design budget for additional scope of work items as discussed in this Agenda Report for the T2 Security Exit project. This is the recommended option.
2. Do not authorize the additional design budget for the additional scope of work items. Existing wayfinding signage may be obstructed from the view of exiting passengers. There may be operational inefficiencies if the space needed to operate the employee screening machine is not provided.

RECOMMENDATION

Staff recommends that the Board authorize \$123,000 in additional design budget for the additional scope of work items for the T2 Security Exit project.