

AGENDA REPORT

Resolution: Authorization to Enter into a Professional Services Agreement with Wood Rodgers, Inc. to update the Airport's Stormwater Management Implementation Plan and Assess Tidal Flooding Vulnerability at the North Field for a contract amount not to exceed \$1,100,000. **(Engineering/Aviation)**

MEETING DATE: 9/26/2019

AMOUNT: \$1,100,000 Contract Authority
\$1,100,000 Operating Expense

PARTIES INVOLVED: Wood Rodgers, Inc., Oakland, CA

SUBMITTED BY: Robert Andrews, Acting Director of Engineering
Bryant L. Francis C.M., Director of Aviation

APPROVED BY: Danny Wan, Acting Executive Director

ACTION TYPE: Resolution

EXECUTIVE SUMMARY

This Agenda Report seeks the Board authorization for the Executive Director to enter into a professional services agreement with Wood Rodgers, Inc. to update the Airport's Stormwater Management Implementation Plan and Assess Tidal Flooding Vulnerability at the North Field for a contract amount not to exceed \$1,100,000. This work is included in the Port's approved operating budget.

BACKGROUND

In 2009, the Port prepared a Stormwater Management Implementation Plan (SWMIP) for the Oakland International Airport (OAK). The SWMIP modeled and analyzed the storm water collection system at the Airport with the goal of generating recommendations to drain the site more effectively and reduce ponding. The SWMIP provided recommendations for improvement projects which would enhance the stormwater collection system at the Airport as well as analyzing the potential effects of a catastrophic dike breach. In the last ten years the Airport has constructed some but not all of the 2009 recommended improvements to its stormwater collection system. The SWMIP has not been updated since 2009 and should be updated to reflect the current conditions.

Recently the Federal Emergency Management Agency (FEMA) released new Flood Insurance Rate Maps (FIRMs) which show the North Field as a special flood hazard zone. The Airport submitted an appeal to FEMA, developing more accurate, time-dependent,

flooding scenarios that indicated the true extent of the threat from flooding to be far less than indicated in the FIRMs. However, this appeal was unsuccessful and Port staff is exploring actions the Airport can take to alleviate FEMA's concerns and remove the special flood hazard designation from the North Field. As a first step in this process, Port staff proposes to assess the North Field's vulnerability to tidal flooding and identify possible improvements the Airport may undertake to reduce flooding vulnerability.

This study will not immediately result in removal of the special flood hazard designation from the North Field. At the conclusion of this study, staff will need to assess the feasibility and cost-effectiveness of these suggested improvements and decide how to proceed and how projects will change the flood-risk status of the Airport. After these actions are taken, the Airport can petition FEMA for a change in status. Similar actions were taken for the South Field of the Airport, which is currently designated by FEMA as in "seclusion" as the upgrades to the Airport Perimeter Dike are anticipated to begin in late 2019.

ANALYSIS

On April 11, 2019, Port staff prepared and issued a Request for Proposals (RFP) to interested firms to provide consulting services for Stormwater Management and Tidal Flooding Vulnerability Assessment at the North Field. The RFP was posted in digital format on the Port's website that can be accessed via the 'Current RFP's/RFQ's:

Engineering Consulting Services' link at the following URL:

<http://www.portofoakland.com/business/bids-RFQs/rfq-engineering/>.

Once the RFP was posted on the website, Port staff sent an email notification to Port's certified small/local design firms in the Port's Small/Local Business database along with local Chamber of Commerce and various Community Based Organizations.

The Port received Proposals from two consultant teams on May 10, 2019. The Proposals were determined to be responsive and were evaluated and ranked by Port staff from Engineering, Aviation Planning and Development, and Social Responsibility Divisions.

Port staff invited the top consultant teams to participate in interviews on May 29, 2019. During the interviews, the consultant teams presented their capabilities, described their understanding of the work, and answered prepared questions from the Port interview panel. The sum of the scores for each team's proposal, presentation, and interview constituted their total score. Based on this evaluation process, Wood Rodgers, Inc. (Wood Rodgers) was ranked the highest. Table 1 presents the ranking of the consultant teams evaluated during the selection process.

Table 1. Ranking of Firms Evaluated

Rank	Consultant Team	Location	Certified LIA/LBA
1	Wood Rodgers, Inc.	Oakland, California	LIA
2	Haley & Aldrich, Inc.	Oakland, California	LIA

Port staff, therefore, selected Wood Rodgers as the preferred consultant team to provide consulting services for Stormwater Management and Tidal Flooding Vulnerability Assessment at the North Field. The distinguishing factors in selecting Wood Rodgers is their familiarity with the stormwater assets at the Airport and demonstrated expertise in interacting with FEMA on the Port's behalf.

Port staff recommends authorizing the Executive Director to enter into a professional services agreement with Wood Rodgers to update the Airport's Stormwater Management Implementation Plan and Assess Tidal Flooding Vulnerability at the North Field for a contract amount not to exceed \$1,100,000.

BUDGET & STAFFING

The cost for the study for Consultant Services is estimated to be \$1,100,000 and is included in Aviation's Operating budget for FY2020 and FY2021.

The project will be funded with Port cash and eligible costs will be recovered through airlines' rates and charges.

There is no anticipated staffing impact.

MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)

This contract is for professional services. The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) apply to this professional services contract 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 Business Plan (2018-2022).

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

- Goal: Modernize and Maintain Infrastructure
- Goal: Care for Our Environment

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.

SUSTAINABILITY

Port staff have reviewed the Port's 2000 Sustainability Policy and the Sustainability Opportunities Assessment Form. This Project allows for the sustainable operation of the Airport as conditions change due to the effects of climate change and sea level rise.

ENVIRONMENTAL

CEQA Determination: California Environmental Quality Act ("CEQA") Guidelines Section 15378(a) states that "Project" means the whole of an action that has a potential for resulting in either direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. The general rule in Section 15061(b)(3) of the Guidelines additionally states that CEQA applies only to activities that have a potential for causing a significant effect on the environment. Because it can be seen with certainty that there is no possibility that entering into a professional services agreement with Wood Rodgers for consulting services 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. No further review of this action under CEQA is required.

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

Staff has identified the following options for the Board's consideration:

- Authorize entering into a professional services agreement with Wood Rodgers, Inc. to update the Airport's Stormwater Management Implementation Plan and Assess Tidal Flooding Vulnerability at the North Field for a contract amount not to exceed \$1,100,000. This is the recommended action.
- Direct staff to reissue the request for proposals for this project. This option places additional demand on Port staff resources and will delay completion of this effort.

RECOMMENDATION

Staff recommends that the Board adopt a resolution authorizing the Executive Director to enter into a professional services agreement with Wood Rodgers, Inc. to update the Airport's Stormwater Management Implementation Plan and Assess Tidal Flooding Vulnerability at the North Field for a contract amount not to exceed \$1,100,000.