AGENDA REPORT

Resolution: Authorize a Fiscal Year 2020 Capital Equipment Budget of $6,481,045 to Procure Equipment for Use by Aviation Division and Harbor Facilities Department; Authorize the Executive Director to Procure the Equipment for a Not-to-Exceed Amount of $6,481,045; and Designate Existing Equipment as Surplus because it is Either Inadequate, Obsolete or Worn-Out and Approve to Sell, Donate, or Dispose of Such Property. **(Aviation/Engineering)** Choose an item.

MEETING DATE:	11/21/2019
AMOUNT:	$6,481,045 (FY 2020) Capital Expenditure
PARTIES INVOLVED:	To Be Determined
SUBMITTED BY:	Bryant L. Francis C.M., Director of Aviation Robert Andrews, Acting Director of Engineering
APPROVED BY:	Danny Wan, Acting Executive Director
ACTION TYPE:	Resolution

EXECUTIVE SUMMARY

This agenda report seeks approval from the Board of Port Commissioners (Board):

1. Authorizing capital equipment budget of $6,481,045 to procure equipment for use by the Aviation Division and Harbor Facilities Department;
2. Authorizing the Executive Director to procure the equipment for an amount not to exceed $6,481,045; and,
3. Designating existing equipment as surplus and approval to sell, donate or dispose of those items.

Aviation and Harbor Facilities staff identified new and replacement equipment included in this report as necessary to conduct ongoing operations or enhance customer service at Oakland International Airport ("Airport") and the Maritime area ("Seaport").

BACKGROUND

On an annual basis, Aviation Facilities, Airport Operations and Harbor Facilities staff evaluate vehicle and equipment needs to support operations at the Oakland International Airport (OAK) and at the Seaport. All equipment and vehicles meet the Port's guidelines

for replacement according to AP 750 which states that equipment and vehicles should be considered for replacement after 10 years or 100,000 miles. Along with the equipment and vehicle replacement guidelines within AP 750, all existing equipment and vehicles are also evaluated to consider whether they are still needed; age and condition of the equipment; opportunities for improvement to operational efficiency, potential cost savings, and opportunities to utilize alternative fuels. The evaluation results in the capital equipment budget included in the FY 2020 Capital Improvement Plan (CIP).

ANALYSIS

The equipment and vehicles that have been identified for purchase include:

- Large construction and maintenance equipment and vehicles
- Smaller passenger vehicles
- Computer and Information Technology hardware and software
- Miscellaneous equipment and supplies to support airport and seaport operations

Staff explored the availability of alternative fueled equipment and vehicles. The purchase authorization outlined in this report reflects an aggressive move towards vehicle electrification, but is limited to recommending the purchase of commercially available electric vehicles and equipment. Hybrid vehicle were also considered, but the pattern of use, consisting of short trips within the Port Area, does not provide the opportunity for realizing the fuel efficiency and emission benefits of hybrid vehicles. Larger electric working trucks are only available from smaller startup manufacturers with service locations not local within the bay area and not from major automotive manufacturers (i.e., Chevrolet, GMC, Ford, Toyota). The Port has purchased a vehicle from one of the smaller manufacturer; which have proven to be unreliable. The Port has had issues ranging from charging of the vehicle to intermittent shutdown of the vehicle while in operation. With no service locations available within the bay area, the inspection and repairs to the vehicle have become increasingly burdensome. Port staff will continue to monitor and research developing technologies, but do not believe that this equipment is reliable enough to commit more of this working truck fleet to electrification. This request therefore includes four (4) electric passenger vehicles and two electric Lifts.

Infrastructure improvements required to charge the new pieces of electric-powered equipment will be installed by Port Facilities staff and will use existing budget.

Aviation Capital Equipment

Replacement Caterpillar Roller – (estimated cost: $75,000)
The existing X819 roller is 21 years old and needs to be replaced. Staff use the roller to complete pavement projects.

Replacement Ride-on Mowers – (estimated cost: $90,000)
The existing XU44, XW12, XW13 mowers are 15 years old and need to be replaced. Staff request three new Toro Z Master 6000 mowers. Staff use the mowers daily to control the

height of lawn and pampas grass that are on both the landside and airside areas of the Airport.

Replacement 10-Yard Dump Truck – (estimated cost: $200,000)
The existing XW27 dump truck is 14 years old and needs to be replaced. Staff use the current truck regularly for hauling rock, pampas grass and other materials.

Replacement 2-Yard Dump Truck – (estimated cost: $66,000)
The existing XY51 dump truck is 17 years old and needs to be replaced. Staff use the current truck daily for fencing projects and in areas that a large dump truck will not fit.

Replacement Water Truck – (estimated cost: $140,000)
The existing X150 water truck is 23 years old and needs to be replaced. Staff use the water truck for dust control, slurry seal and paving activities.

New Cone Truck – (estimated cost: $120,000)
Staff request a new cone truck to improve the efficiency, safety and effectiveness of cone placement during road closures. Cones are currently placed in the field by hand crews. There is not a reliable alternative power option available at this time.

Replacement ½ Ton Crew Cabs (6) – (estimated cost: $300,000)
The existing XY31, XY41, XV97, XZ20, X662, XV98 ½ ton crew cabs are between 13 and 23 years old and need to be replaced. Staff use these trucks to transport materials and tools to job sites throughout the Airport.

Replacement Pick-Up Trucks (4) – (estimated cost: $140,000)
The existing XV51, XW85, XW83, XV52 pick-up trucks are between 12 and 14 years old and need to be replaced. Equipment Systems Engineers use these trucks to respond to issues in and around the Airport. Three crews use these vehicles 24 hours a day, seven days a week.

Replacement 1-Ton Trucks (3) – (estimated cost: $240,000)
The existing XW68, XY33, XT26 1-ton trucks are between 11 and 17 years old and need to be replaced. Staff use the trucks to transport materials and tools to job sites throughout the Airport.

New/Upgrade Ford F550 with 21’ Crane – (estimated cost: $150,000)
The existing XY47 is 17 years old and needs to be replaced. Staff recommend upgrading this truck to a Ford F550 so a 21’ crane can be attached to it. The crane would be used for removal of pumps at both sewer lift stations and pump houses throughout the Airport. Currently, staff have contractors remove and replace pumps. The crane purchase will increase work efficiency.

Replacement Four Door car – (estimated cost: $40,000)
The existing XT01 is 11 years old and needs to be cycled out. Facilities staff use this vehicle daily to travel around the airport, to the Port main offices, and to agency meetings. Staff request replacing this with an electric sedan or SUV.

Replacement Pool Cars (3) – (estimated cost: $120,000)
The existing XU91, XU43, and XV 63 pool cars are 11 and 13 years old, require excessive maintenance and need to be cycled out. Airport Staff share the use of these vehicles to travel around the Airport, to the Port main offices, and to agency meetings. Staff request replacing these with electric vehicles.

New Electronic Trace Detection (ETD) Machines (2) – (estimated cost: $105,000)
The Electronic Trace Detection (ETD) machine is a portable device that detects trace amounts of explosives on hands and personal belongings; the machine will enhance effectiveness and efficiency of employee inspections conducted by Port staff, the Transportation Security Administration (TSA), and Alameda County Sheriff's Office (ACSO). TSA requires that the Port inspect employees for explosives and other dangerous/illegal items to mitigate inside threats to aviation. Currently, staff use a combination of other tools and techniques to inspect employees; this technology will speed up the inspection process allowing Airport employees to report to work more quickly (employees can be inspected more quickly).

Replacement Common Use Computers (135) – (estimated cost: $158,500)
The current computers that run the ticket counters and gates in Terminal 1 are six years old and at the end of their useful life.

Firewall Management Upgrade (2) – (estimated cost: $15,000)
The current firewall management system (Palo Alto Panorama) in Terminal 1 and 2 is five years old and has a few years left before it is at the end of its useful life. Over the next couple years staff intend to replace the Panorama and its firewalls. Until then the Airport will need to add some memory to its current hardware to be able to support software upgrades. The Panorama provides a single location from which staff can oversee all applications, users, and content traversing the network, and then use this knowledge to create policies that protect and control the network.

Replacement Boarding Bridge Ticket Scanners (18) – (estimate cost: $20,700)
The current ticket scanners in front of each gate in Terminal 1 need to be replaced with faster, more compatible hardware.

Replacement & New VMWARE Servers (4) – (estimated cost: $150,000)
Three servers need to be replaced and one additional server is requested for future capacity. The VMWARE servers allow the Port to virtualize, which is essential in allowing the Airport to run seamlessly across multiple servers. This technology allows for efficient server repairs, efficient storage, and digital backup.

Replacement Cisco Fiber Hardware (20) – (estimated cost: $16,000)
Existing fiber hardware will be replaced with faster hardware used for datacenter switches. The capacity of these new fibers will increase with the replacement fibers, and allow for Airport technology to run faster.

Replacement Visual Paging Computers (25) – (estimated cost: $25,000)
The current computer hardware is ten years old and past its useful life. Staff request replacing the visual paging computer hardware in Terminal 1 and Terminal 2 with new ones.

New Visual Docking Guidance System (4) – (estimated cost: $320,000)
The Visual Docking Guidance System (VDGS) provides automated docking guidance for arriving aircraft, enhancing safety. The system will scan for foreign objects in the ramp area and will permit aircraft to dock when the ramp is clear. The system is expandable in the future with the purchase of additional modules including the capability to track specific docking times which will feed information back into numerous systems currently available at the Airport such as the Airport Operations Database.

Replacement Radio Dispatch System – (estimated cost: $50,000)
The radio dispatch system needs to be replaced with one that has increased capacity. Enhanced dispatch capabilities in the Airport Operations Center are required due to increased number of frequencies with introduction of EBRCS (East Bay Regional Communications System) radio as well as the planned upgrade of the existing system to increase number of frequencies available at the Airport.

Replacement LED Airfield Lights – (estimated cost: $250,000)
Portions of Taxiway Whiskey's lights are already LED. These portions were replaced with related capital projects. Staff would like to replace the remaining lights along Whiskey with LED lights so that all of the taxiway is LED. In addition to LED lights, fixtures and transformers would also be purchased. The following are estimated quantities requested:

- 300 LED lights
- 80 Splicing kits
- 300 Transformers

Replacement Vehicle Light Bar – (estimated cost: $18,000)
The current light bar on XV50 is barely operative and needs to be replaced. A new bar would provide enhanced vehicle conspicuity which will enhance safety while vehicle is operating in the movement area.

New Airfield Maintenance Trailer – (estimated cost: $50,000)
The new airfield maintenance trailer will be used for storage of lighting fixtures and used on a weekly basis by the team to complete airfield preventative maintenance. A trailer will enable staff to take a wide variety of light fixtures into the field efficiently. It will be equipped with portable lighting to improve visibility during night time work.

New Floor Cleaning Machines (2) – (estimated cost: $120,000)
Each surface floor cleaning machine will be based and operated in each terminal. These devices will provide efficient, consistent, thorough cleaning of hard surface flooring products and allow more floor area to be cleaned each night. Custodial staff will operate the machines.

Replacement Sweeper (2) – (estimated cost: $10,000)
Custodial staff use the sweepers daily. Two sweepers are in poor condition and are not cost effective to refurbish/repair and need replacing.

Replacement Scrubbers (2)– (estimated cost: $28,000)
Custodial staff use the scrubbers daily. Two scrubbers are in poor condition and are not cost effective to refurbish/repair and need replacing.

New Furniture – (estimated cost: $60,000)
The current baggage claim furniture in Terminal 1 is severely damaged. New furniture in this area would provide more comfort to our customers and provide an improved visual image of the Airport. The new furniture would consist of stools, chairs, and benches. The existing furniture should be declared as surplus so the Port may dispose of them. The furniture may have value as is. Staff will attempt to sell the furniture via public auction. If they are not sold, then staff will dispose of them properly.

Replacement Paint Shakers (2) – (estimated cost: $20,000)
The existing paint shakers are past their useful life. Staff use the paint shakers multiple times per week before starting painting projects.

New Scorpion Attenuator – (estimated cost: $25,000)
This equipment will be used during road and lane closures to further protect staff during roadway work such as pavement repairs and street lighting replacement. Road and lane closures occur weekly at the Airport.

New Boom Lift – (estimated cost: $90,000)
The new 40-foot boom lift will be used to change fixtures and lights in the terminals. Staff currently change light fixtures and lights by renting a lift to complete this work which impacts how quickly we can respond to outages. Purchasing the boom lift allows staff to change light fixtures immediately without waiting for the rental equipment. The new lift will be electric powered.

New Mobile Column Lift – (estimated cost: $100,000)
Staff request one heavy-duty vehicle lift to provide an efficient apparatus for in-house maintenance and repairs to the 17 shuttle buses. The new heavy-duty lift will provide increased safety and ergonomics and provide improved access to properly service the shuttle buses. The lift is electric powered.

Harbor Facilities Capital Equipment (for Seaport)

New 14’ Blade Grader – (estimated cost: $400,000)
The new grader will be used for various civil maintenance, grading and paving projects throughout the Seaport. With an expected useful life of 35 years, it would be more cost effective to purchase a grader than rent one for $10,000/month.

Replacement 35’ Bucket Truck – (estimated cost: $200,000)
The existing X816 bucket truck is over 15 years old and needs to be replaced due to the wear and tear as well as the difficulties in finding replacement parts for the truck. This bucket truck is used on a regular basis to perform regular electrical maintenance activities such as repair and replacement of street light heads to responding to emergencies such as repairing overhead powerlines.

Replacement 70’ Bucket Platform Truck – (estimated cost: $300,000)
The existing X735 bucket truck is over 15 years old and needs to be replaced due to the wear and tear as well as the difficulties in finding replacement parts for the truck. This bucket truck is used on a regular basis to perform landscape maintenance such as tall brush to tree trimming and well as help provide access to roofs and gutters.

Replacement Small Sweeper Truck– (estimated cost: $150,000)
The XY85 sweeper truck is over 15 years old and needs to be replaced due to the wear and tear as well as the difficulties in finding replacement parts for the truck. The sweeper truck is used on a regular basis to clean and clear sidewalks, trails, aisle ways and other smaller and narrow spaces that a large street sweeper cannot access.

Replacement Large Broom Bear Sweeper Truck– (estimated cost: $200,000)
The XW55 large sweeper truck is over 15 years old and needs to be replaced due to the wear and tear as well as the difficulties in finding replacement parts for the truck. The sweeper truck is used on a regular basis to clean and clear streets and yard areas within the Seaport.

Replacement Electricians Trucks (5) – (estimated cost: $300,000)
The existing XV74, XV75, XV78, XV79, XV84 trucks are over ten years old and need to be replaced. These trucks are used daily to perform regular maintenance activities and to respond to emergencies.

Replacement Work Trucks (8) – (estimated cost: $450,000)
The existing XZ42, XZ49, XV93, XZ86, XY91, XZ85, XT16, XZ25 trucks are over 15 years old and need to be replaced. These trucks are used daily to perform regular maintenance activities and to respond to emergencies**.**

Replacement Survey Truck – (estimated cost: $70,000)
The existing XT25 truck is over 15 years old and needs to be replaced. The truck is needed to perform survey work throughout the Port area**.**

Replacement Large Walk-Behind Saw with Trailer – (estimated cost: $50,000)

Large Walk-Behind Saw – (estimated cost: $40,000)
The existing walk-behind saw is over 15 years old and needs to be replaced due to the wear and tear. It has become functionally obsolete. This saw is used on a regular basis to perform pavement and concrete deck repair projects throughout the Seaport.

Trailer for Walk-Behind Saw - (estimated cost: $10,000)
The existing trailer for the walk-behind saw (XT77) is over 15 years old and has become functionally obsolete. This trailer is specially configured to be able to transport

the saw safely to jobsites. Depending on the size and attachments of the new saw, the existing trailer may be reusable.

Replacement Air Compressor – (estimated cost: $50,000)
The existing XT84 compressor is over 15 years old and has also become functionally obsolete due to wear and tear. The air compressor is used on a regular basis to perform demolition and repair projects throughout the Seaport.

Spare Replacement Shorepower Transformer – (estimated cost: $250,000)
The transformer has been identified as a critical component for the shorepower substations that may have a risk of failure. Having a backup transformer in stock will allow for minimal impact to shorepower utilization, as lead time to procure this item could take 4-6 months. This will allow the Port to procure the transformer in due course, rather than having to pay a premium under emergency circumstances.

Trailers for Skid-Mounted Restrooms (4) – (estimated cost: $20,000)
In May 2017, the warehouse restrooms in buildings R803 and R804 were permanently decommissioned as related to the City of Oakland's horizontal utility improvement project of the former Oakland Army Base. Four (4) portable restroom units were procured in 2018 as replacements and installed at buildings. These portable restrooms, due to design, required retrofitting that included adding electronic macerator pumps. These macerator pumps require continual maintenance, frequent replacement, and are not an ideal solution for the service environment where these portable restrooms are deployed. Staff request purchasing trailers to elevate these portable restrooms to eliminate the need for a macerator pump. Elevating the restrooms will reduce ongoing maintenance expenses and provide flexibility to mobilize these units within other Port locations as required.

BUDGET & STAFFING

This Agenda Report requests authorization of $6,481,045 to purchase the requested capital equipment, which is about $325,000 less than budgeted in the FY 2020 Capital Improvement Plan.

Items with an asterisk (*) next to them in the table below have additional infrastructure costs that are not included in the estimated costs column. Electric charging stations are required for each electric-powered vehicle. The costs are estimated at $10,000 for each charging station which would include the charger, miscellaneous parts, and labor. The costs would be funded using Miscellaneous Facilities budget.

All the equipment would be purchased with Port cash. Eligible costs for Aviation items will be recovered through the airlines' rates and charges over time.

The requested total includes a contingency for equipment to account for potential cost increases for items after bids are received, as well as taxes or shipping that may not have been included in estimates for some items. Purchased equipment may cost more or less than the quotes indicated in the table below, but the total expenditure will not exceed $6,481,045. Should final costs exceed the total authorized amount, staff would prioritize certain purchases to stay within the authorized amount.

The table below lists the revised capital equipment request list for FY 2020 and their associated estimated equipment costs.

FY 2020 Capital Equipment Requests

CATEGORY	ITEM	ITEM COST	QUANTITY	EST. COST
Large construction and maintenance equipment and vehicles	Replacement Caterpillar Roller	$ 75,000	1	$ 75,000
	Replacement Ride-on Mowers	30,000	3	90,000
	Replacement 10-Yard Dump Truck	200,000	1	200,000
	Replacement 2-Dump Truck	66,000	1	66,000
	Replacement Water Truck	140,000	1	140,000
	New Cone Truck	120,000	1	120,000
	Replacement 1/2 Ton Crew Cabs	50,000	6	300,000
	Replacement Pick-Up Trucks	35,000	4	140,000
	Replacement 1-Ton Trucks	80,000	3	240,000
	New F550 with 21' Crane	150,000	1	150,000
Smaller passenger vehicles	*Replacement Four Door Car [(a)]	40,000	1	40,000
	*Replacement Pool Cars [(a)]	40,000	3	120,000
Security equipment	New Electronic Trace Detection Machine	52,500	2	105,000
Computer and information technology equipment	Replacement Common Use Computers [(a)]	1,174	135	158,500
	Replacement Firewall Management System	7,500	2	15,000
	Replacement Boarding Bridge Ticket Scanners	1,150	18	20,700
	Replacement & New VMWARE Servers	37,500	4	150,000
	Replacement Cisco Fiber Hardware	800	20	16,000
	Replacement Visual Paging Computers	1,000	25	25,000
Airfield equipment	New Visual Docking Guidance System	80,000	4	320,000
	Replacement Radio Dispatch System	50,000	1	50,000
	Replacement LED Airfield Lights	367	680	250,000
	Replacement Vehicle Light Bar	18,000	1	18,000
	New Airfield Maintenance Trailer	50,000	1	50,000
Terminal services equipment	New Floor Cleaning Machines	60,000	2	120,000
	Replacement Sweeper	5,000	2	10,000
	Replacement Scrubber	14,000	2	28,000
	New Furniture	60,000	1	60,000
	Replacement Paint Shakers	10,000	2	20,000
Landside equipment	New Scorpion Attenuator	25,000	1	25,000
	New Boom Lift	90,000	1	90,000
	Mobile Column Lift	100,000	1	100,000
	Contingency [(b)]			362,845

	Aviation Total			**$3,675,045**
Large construction and maintenance equipment and vehicles	New 14' Blade Grader	$ 400,000	1	$ 400,000
	Replacement 35' Bucket Truck	200,000	1	200,000
	Replacement 70' Bucket Platform Truck	300,000	1	300,000
	Replacement Small Sweeper Truck	150,000	1	150,000
	Replacement Large Broom Bear Sweeper Truck	200,000	1	200,000
	Replacement Electricians Trucks	60,000	5	300,000
	Replacement Work Trucks	56,250	8	450,000
	Replacement Survey Truck	70,000	1	70,000
	Replacement Large Walk-Behind Saw with Trailer	50,000	1	50,000
Seaport facility equipment	Replacement Air Compressor	50,000	1	50,000
	Spare Replacement Shorepower Transformer	250,000	1	250,000
	New Portable Restrooms	5,000	4	20,000
	Contingency [(b)]			366,000
	Harbor Facilities Total			**$ 2,806,000**
	Total Budget Request			**$ 6,481,045**

[(a)] *Staff is requesting adjustments for the following items that were included in the FY 2020 CIP capital equipment budget adopted by the Board on June 27, 2019:*
Common Use Computers have been adjusted from $114,750 to $158,500.
Monitor Mounts for $225,000 have been removed from the budget.
Relay Switches for $50,000 have been moved to Capital Projects.
New Surface Management System for $100,000 has been removed from the budget.
Replacement Pool Car SUV has been adjusted from a unit cost of $35,000 to $40,000.
Replacement Pool Car 4 Door Sedan or SUV has been adjusted from $35,000 to $40,000.

[(b)] *Total accounts for taxes, shipping, or other fees not included in some of the cost estimates.*

The proposed capital equipment will have no impact on current and future Port staffing.

MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)

The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) do not apply to this recommended procurement of equipment.

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: Pursue Employee Excellence*
- *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, do not apply because the purchase of capital equipment is not a covered service contract, but a contract for goods, commodities, supplies or equipment with incidental service provisions.

SUSTAINABILITY

Staff completed the Sustainability Opportunities Assessment Form for this project pursuant to the 2000 Sustainability Policy and updated procedures. Staff have researched low- to zero-emissions options for applicable equipment. Staff recommend purchasing six pieces of electric-powered equipment: two mobile lifts and four vehicles.

ENVIRONMENTAL

California Environmental Quality Act (CEQA) Determination: The CEQA Guidelines Section 15378(b)(2) states that "(c)ontinuing administrative or maintenance activities, such as purchases for supplies" is not considered a project. Because this action involves purchasing equipment for maintenance activities, Section 15378(b)(2) applies and therefore is not subject to CEQA.

GENERAL PLAN

This action does not change the use of any existing facility, make alterations to an existing 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)

This action is not subject to the Port's Owner Controlled Insurance Program (OCIP) as it is not a capital improvement construction project.

OPTIONS

The following options are offered for the Board's consideration:

Option 1: Authorize a capital equipment budget of up to $6,481,045 to procure equipment for use by the Aviation Division and Harbor Facilities Department, and authorize the Executive Director to procure capital equipment thereunder as recommended by staff in this Agenda Report and summarized in the table under "Analysis"; designate all the old equipment being replaced by the new equipment described in this Agenda Report as Surplus because it is either inadequate, obsolete or worn-out, and authorize the Executive Director to dispose of the property through a variety of means, including sale, donation, abandoning, and or

scrapping or recycling it in an environmentally sustainable manner. This is the recommended option.

Option 2: Do not authorize budget for procurement of the proposed capital equipment. Staff may be delayed or prevented from meeting operational demands. Some older equipment in need of replacement could fail which may affect operations at the Airport and/or Seaport.

RECOMMENDATION

It is recommended that the Board adopt a resolution to:

- Authorize the capital equipment budget of $6,481,045 to procure equipment for use by the Aviation Division and Harbor Facilities Department;
- Authorize the Executive Director to purchase the equipment described in this Agenda Report in an amount not to exceed $6,481,045; and,
- Designate all the old equipment being replaced by the new equipment described in this Agenda Report as surplus because it is either inadequate, obsolete or worn-out, and authorize the Executive Director to dispose of the property through a variety of means including sale, donation, abandoning, and or scraping or recycling it in an environmentally sustainable manner.