

AGENDA REPORT

Resolution: Approve a \$1,336,000 Design Budget for Pavement Rehabilitation Projects at the Oakland International Airport, and Authorize the Executive Director to Execute a Second Supplemental Agreement (Year 2) with Orion Engineers and Associates for an Additional \$1,424,000 for Design Consultant Services for Airport Drive/Bessie Coleman Drive, Taxiway Bravo, Taxiway Victor, and Taxiway Romeo (Eastern) Pavement Rehabilitation Projects. **(Engineering/Aviation)**

<u>MEETING DATE:</u>	11/21/2019
<u>AMOUNT:</u>	\$1,336,000 Capital Expenditure \$1,424,000 Contract Authority \$116,000 Operating Expense
<u>PARTIES INVOLVED:</u>	Orion Engineers and Associates, Seattle, WA, Shammi Ratti, Managing Partner
<u>SUBMITTED BY:</u>	Rob Andrews, Acting Director of Engineering Bryant L. Francis C.M., Director of Aviation
<u>APPROVED BY:</u>	Danny Wan, Interim Executive Director
<u>ACTION TYPE:</u>	Resolution

EXECUTIVE SUMMARY

This Agenda Report seeks Board approval and authorization for the following:

- 1) Approve a \$1,336,000 design budget (including \$200,000 for contingency) for the following Oakland International Airport (OAK) pavement rehabilitation projects – (i) Airport Drive/Bessie Coleman Drive, (ii) Taxiway Bravo (between Taxiway Whiskey and the North Field Bridge), and (iii) Taxiway Victor; and
- 2) Authorize the Executive Director to execute a second supplemental agreement with Orion Engineers and Associates (Orion) amending the existing five-year Professional Services Agreement (Agreement) for an additional contract amount of \$1,424,000 (including \$100,000 for contingency) to provide design services for (i) Airport Drive/Bessie Coleman, (ii) Taxiway Bravo (between Taxiway Whiskey and the North Field Bridge), (iii) Taxiway Victor, and (iv) Taxiway Romeo (Eastern); and provide general Aviation pavement program planning services. The maximum compensation under the Agreement will be increased to \$3,381,000.

BACKGROUND

The Port of Oakland owns and operates the Oakland International Airport (OAK). The Port is responsible for maintenance of all the pavement at OAK including: taxiways, runways, aprons, and vehicle service roads (both airside and landside). The pavement at OAK is primarily comprised of asphalt concrete (AC) pavement, but also includes Portland cement concrete (PCC). Figure 1 illustrates the pavement rehabilitation design projects included in the FY 2020 Capital Improvement Plan (CIP) at OAK.

On October 25, 2018, by Resolution 18-113, the Board authorized execution of an agreement with Orion for the first year of the proposed five-year program for engineering design services for a total amount not to exceed \$1,200,000. Hiring a single design consultant for a 5-year term allows Port staff to deliver pavement rehabilitation projects as a consolidated program with the most efficient use of Port Project Management resources and maximize the number of pavement rehabilitation projects that can be constructed each year.

Port staff have prioritized the following airport pavement rehabilitation projects for inclusion in the Second Supplemental Agreement with Orion and Associates for Design Services, as presented in Figure 1:

- Airport Drive/Bessie Coleman Drive
- Taxiway Bravo
- Taxiway Victor
- Taxiway Romeo

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Figure 1. Airport Pavement Rehabilitation Projects for FY 2020



ANALYSIS

5-Year Professional Services Agreement with Orion

As stated in the October 25, 2018 Agenda Report, staff will return annually to the Board to seek approval for additional budget and contract authority for Orion to provide consultant services on Airport Pavement Rehabilitation projects to be included in subsequent fiscal years. This approach has enabled the Port to deliver pavement rehabilitation projects faster, and respond quickly to unanticipated pavement design needs. To address the projects for FY 2020, staff is requesting authorization to execute a supplemental agreement with Orion for the second year of their five-year for an additional \$1,424,000 contract amount for the projects listed in Table 1. The maximum compensation under the Agreement will be increased to \$3,381,000. A description of each pavement project and the reason for the additional contract authority follows Table 1.

Table 1: Summary of Orion Project Contract Authority for Design Services

Project	Previously Approved Contract Authority¹	Additional Request	Total for Design Services²
Airport Drive/Bessie Coleman Drive Pavement	\$377,000	\$205,000	\$582,000
Taxiway Bravo (Taxiway Whiskey to Taxiway Tango plus Taxiway Tango to North Field Bridge)	139,000	715,000	854,000
Taxiway Victor	139,000	180,000	319,000
Taxiway Romeo (Eastern)	139,000	272,000	411,000
Runway 10R/28L³	306,000	(164,000)	142,000
Taxiway B Emergency Repair³	287,000	---	287,000
Taxiway C Emergency Repair³	470,000	---	470,000
General Program Planning Services	---	116,000	116,000
Contingency⁴	100,000	100,000	200,000
Total	\$1,957,000	\$1,424,000	\$3,381,000

¹ Contract authority budgets were approved by the Board on October 25, 2018 and September 12, 2019.

² Staff may exceed the individual category costs if (i) the effort is needed and (ii) the actual sum of these category costs does not exceed the sum of the total design budget authorization.

³ Not the subject of this agenda report.

⁴ Consultant contingency is included to address unforeseen airport pavement rehabilitation design issues that may arise during this contract work.

Airport Drive/Bessie Coleman Drive Pavement Rehabilitation-Design

The design of Airport Drive/Bessie Coleman Drive Pavement Rehabilitation is at approximately 60 percent of final design. Port staff anticipates the design will be completed by the end of 2019 and construction starting in late Spring 2020. Port staff is requesting budget approval for Orion to complete the design and provide consultant design support during construction. Additional design budget is needed for increased field investigation efforts to determine the strength and durability of the existing pavement, address surface drainage deficiencies, and perform a traffic study to assist in the design of the pavement rehabilitation. Staff is requesting the use of previously approved budget for Runway 10R/28L to cover the investigation effort. After preliminary field investigations of Runway 10R/28L were completed Port staff determined that the pavement condition is not as distressed as initially thought and will require less design effort than previously budgeted for.

Taxiway Bravo Pavement Rehabilitation-Design

Taxiway Bravo (between Taxiways Whiskey and Tango) Pavement Rehabilitation design work was deferred to FY 2020 due to limited federal grant funding available in FY 2019. Port staff has identified that the Taxiway Bravo pavement between Taxiway Tango and the North Field Bridge is showing signs of distress including joint cracking, rutting, and pavement raveling. Taxiway Bravo is operationally critical to the Airport and it is a priority to keep this pavement in working order. Taxiway Bravo recently required an emergency repair. Port staff recommends extending the original scope beyond Taxiway Tango to the North Field Bridge and requests design budget to accommodate this extended project scope.

Taxiway Victor Pavement Rehabilitation-Design

Taxiway Victor (between Taxiways Tango and Whiskey) Pavement Rehabilitation design work was also deferred to FY 2020 due to limited federal grant funding available in FY 2019. When the Taxiway Victor design work was originally scoped in 2018 a 6-inch pavement overlay was proposed. However, pavement rutting has increased and Port staff is requesting the Board increase the existing design budget to account for additional investigations and design required to design a deeper pavement rehabilitation section.

Taxiway Romeo Pavement Rehabilitation (Eastern)-Construction

On July 11, 2019, the Board approved a total project budget for the construction of the Taxiway Romeo Pavement Rehabilitation (Eastern). At the time, Port staff did not request additional contract authority for consultant services. Of the \$408,000 consultant budget request, \$272,000 was for Orion to provide design and design support during construction. Port staff is now requesting contract authority for Orion in the amount of \$272,000 to match their previously Board approved project budget for consultant support.

General Program Planning Services

Orion will provide Port staff support during planning for future pavement rehabilitation projects. This support may include reconnaissance level investigations of existing pavements to assess pavement condition and service life, and preparation of budgetary cost estimates for CIP

planning and Federal Aviation Administration (FAA) Airport Capital Improvement Program (ACIP) grant programming.

All Design Projects

After design is completed and construction bids for Airport Drive/Bessie Coleman Drive, Taxiway Bravo and Taxiway Victor projects is received, 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.

Table 2 summarizes the current project budget authorization request for the Second Supplemental Agreement for Orion and Associates.

Table 2: OAK Pavement Rehabilitation Project Budgets

Project	Previously Approved Budgets ¹	Current Budget Request	Total ²
Airport Drive/Bessie Coleman Drive			
Port Labor	300,000	---	300,000
Consultant	<u>377,000</u>	<u>205,000</u>	<u>582,000</u>
Total	\$677,000	\$205,000	\$882,000
Taxiway Bravo (Taxiway Whiskey to Taxiway Tango plus Taxiway Tango to North Field Bridge)			
Port Labor	130,000	300,000	430,000
Consultant	<u>139,000</u>	<u>715,000</u>	<u>854,000</u>
Total	\$269,000	\$1,015,000	\$1,284,000
Taxiway Victor			
Port Labor	130,000	0	130,000
Consultant	<u>139,000</u>	<u>180,000</u>	<u>319,000</u>
Total	\$269,000	\$180,000	\$449,000
Runway 10R/28L			
Port Labor	\$200,000	(\$100,000)	\$100,000
Consultant	<u>306,000</u>	<u>(164,000)</u>	<u>142,000</u>
Total	\$506,000	(\$264,000)	\$242,000
Contingency³			

Project	Previously Approved Budgets ¹	Current Budget Request	Total ²
Port Labor	100,000	100,000	200,000
Consultant	<u>100,000</u>	<u>100,000</u>	<u>200,000</u>
Total	\$200,000	\$200,000	\$400,000
Total	\$1,921,000	\$1,336,000	\$3,257,000

¹Budgets were approved by the Board on October 25, 2018.

²Staff may exceed the individual category costs if (i) the effort is needed and (ii) the actual sum of these category costs does not exceed the sum of the total design budget authorization.

³Consultant contingency is included to address unforeseen airport pavement rehabilitation design issues that may arise during this contract work. Port labor contingency is included to address unforeseen airport pavement rehabilitation design, airport operations, traffic control, and airport pavement closure issues.

BUDGET & STAFFING

There is no budget or staffing impact. The project costs are included the Port's FY 2020 CIP. The expense budget of \$116,000 for planning services has been included in the Aviation Operating Budget. The taxiway (airside) pavement projects are anticipated to be funded through AIP grants for approximately 80% of the eligible costs and the remaining costs to be funded with Port cash, which will be reimbursed through the airline rates and charges over the useful life of the improvements.

MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)

This contract is for engineering design 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: 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.

SUSTAINABILITY

To the greatest extent practicable and allowed by the FAA, asphalt concrete mix design will maximize the use of recycled material. To the greatest extent practical the Airport Drive/Bessie Coleman Drive pavement rehabilitation asphalt concrete mix design will maximize the use of recycled material. Also, asphalt millings that are removed for the paving work will be stockpiled or diverted for use on other Port projects.

ENVIRONMENTAL

This action was reviewed in accordance with the requirements of the California Environmental Quality Act (CEQA). The Port has determined that rehabilitating the pavement is categorically exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15301, Existing Facilities. Section 15301 exempts from CEQA the repair, maintenance, and minor alteration of existing structures and facilities that involve negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.

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:

- Approve the actions as outlined in this Agenda Report. This is the recommended action.
- Authorize entering into a professional services agreement with Orion Engineers and Associates for a contract amount not to exceed \$313,000 for completion of the Taxiway Romeo (Eastern) and Airport Drive/Bessie Coleman Drive Pavement Rehabilitation projects only and related budget authority for Airport Drive/Bessie Coleman Drive of \$205,000. Direct Port staff to solicit Statement of Qualifications for the design of the Taxiway Bravo (Between Taxiway Whiskey and the North Field Bridge) and Taxiway Victor Pavement Rehabilitation projects.

This option would require significant staff resources to go through the selection process and manage the resulting multiple consultant contracts.

RECOMMENDATION

Staff recommends that the Board approve the following actions:

- 1) Approve a \$1,336,000 design budget (including \$200,000 for contingency) for the following Oakland International Airport (OAK) pavement rehabilitation projects – (i) Airport Drive/Bessie Coleman Drive, (ii) Taxiway Bravo (between Taxiway Whiskey and the North Field Bridge), and (iii) Taxiway Victor; and
- 2) Authorize the Executive Director to execute a second supplemental agreement with Orion Engineers and Associates (Orion) amending the existing five-year Professional Services Agreement (Agreement) for an additional contract amount of \$1,424,000 (including \$100,000 for contingency) to provide design services for (i) Airport Drive/Bessie Coleman, (ii) Taxiway Bravo (between Taxiway Whiskey and the North Field Bridge), (iii) Taxiway Victor, and (iv) Taxiway Romeo (Eastern); and provide general Aviation pavement program planning services. The maximum compensation under the Agreement will be increased to \$3,381,000.