



CITY COUNCIL STAFF REPORT

July 19, 2017

CONSENT CALENDAR

Subject: DELEGATION OF AUTHORITY TO AWARD CONSTRUCTION BIDS AND ACCEPT FAA AIRPORT IMPROVEMENT GRANT AIP 3-06-0181-055-2017 FOR THE TAXIWAY J PAVEMENT RECONSTRUCTION PROJECT (IFB 17-06), AIRFIELD LIGHTING PROJECTS (IFB 17-07), AND TICKETING REMODEL ENABLING PROJECTS (IFB 18-01)

From: David H. Ready, City Manager

Initiated by: Department of Aviation

SUMMARY

The City Council has previously authorized the Department of Aviation to proceed with construction bidding on three capital projects. The bid opening of two of these projects is July 19, and the bid opening of the third project is August 15. In order to avoid delay during the Council's August recess, this action will delegate authority to the City Manager to award construction contracts of these three projects to the lowest responsive and responsible bidder, and to accept the FAA Project Funding Grant providing federal funding of 90% of the contract amounts.

RECOMMENDATION:

1. Authorize the City Manager to award a construction contract to the lowest responsive and responsible bidder for the Taxiway J Pavement Reconstruction Project, IFB No. 17-06, subject to reporting and ratification by the City Council at the September 6, 2017, meeting;
2. Authorize the City Manager to award a construction contract to the lowest responsive and responsible bidder for the Airfield Lighting Project, IFB No. 17-07, subject to reporting and ratification by the City Council at the September 6, 2017, meeting;
3. Authorize the City Manager to award a construction contract to the lowest responsive and responsible bidder for the Ticketing Remodel Enabling Projects, IFB No. 18-01, subject to reporting and ratification by the City Council at the September 6, 2017, meeting;

ITEM NO. 1.E.

4. Authorize the City Manager to accept FAA Airport Improvement Grant AIP 3-06-0181-055-2017 for the Taxiway J Pavement Reconstruction Project, IFB No. 17-06, Airfield Lighting Project, IFB No. 17-07, and Ticketing Remodel Enabling Projects, IFB No. 18-01, in an amount including the total cost of the awarded contracts and associated construction management services;
5. Delegate authority to the City Manager to approve and execute construction contract change orders up to a cumulative amount of 10% of the contract amounts, with all change orders reported to the City Council;
6. Authorize the City Manager to approve amendments to the FAA Airport Improvement Grant AIP 3-06-0181-055-2017 for the Taxiway J Pavement Reconstruction Project, IFB No. 17-06, Airfield Lighting Project, IFB No. 17-07, and Ticketing Remodel Enabling Projects, IFB No. 18-01, as necessary to increase the total amount of the grant to accommodate approved construction contract change orders; and
7. Authorize the City Manager to execute all necessary documents.

STAFF ANALYSIS:

On August 3, 2016, the City Council accepted Federal Aviation Administration AIP Grant No. 3-06-0181-054-2016 in the amount of \$2,554,343.69 and approved Amendment No. 6 to Agreement No. 6256 with Parsons Brinckerhoff, Inc., for design services related to three airport projects: Ticketing Remodel Enable Projects, Taxiway J Pavement Rehabilitation, and Airfield Electrical Replacement.

Subsequently, Parsons Brinckerhoff, Inc., completed the plans and specifications for these three capital projects, and on April 19, 2017, the City Council approved the plans and specifications, and authorized staff to proceed with bidding of the Taxiway J Pavement Rehabilitation, and Airfield Electrical Replacement.

On May 3, 2017, the City Council approved the plans and specifications, and authorized staff to proceed with bidding of the Ticketing Remodel Enable Projects. It should be noted that at that time the Council only approved the schematic design for the larger Terminal Ticketing Wing Remodel Project, and final design for that project will be presented to Council for approval later this year. It is only the enabling projects (i.e. build-out of airport operations space underneath the Bono Concourse, and installation of a temporary modular building for TSA operations) that Council authorized for bidding, which with this action Council will authorize award.

A copy of the April 19 and May 3, 2017, staff reports are included as **Attachment 1**.

The bid opening for the Taxiway J Pavement Reconstruction Project, IFB No. 17-06, and Airfield Lighting Project, IFB No. 17-07, is scheduled for July 19, 2017. The bid

opening for the Ticketing Remodel Enabling Projects, IFB No. 18-01, is scheduled for August 15, 2017.

Staff is requesting that the Council delegate authority to the City Manager to award construction contracts for these three airport capital projects during the Council's August recess, subject to reporting and ratification by the Council at its September 6, 2017, meeting. This action will allow staff to proceed with these projects, without delay, and more importantly, to coordinate with the FAA on the associated FAA Airport Improvement Grant AIP 3-06-0181-055-2017 that must be accepted by the City and executed by FAA prior to September 30, 2017, in order to secure the 90% FAA funding.

ENVIRONMENTAL IMPACT:

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Master Plan Update for the Palm Springs International Airport ("Master Plan") is considered a "Project", and in accordance with the CEQA Guidelines, the City acting as "Lead Agency" pursuant to CEQA, previously completed an environmental analysis of the potential impacts resulting from implementation of the Master Plan. A Notice of Intent to Adopt a Mitigated Negative Declaration ("MND") was previously filed, and on October 21, 2015, the City Council held a public hearing, and independently reviewed and considered the information contained in the MND prior to its review and approval of the Master Plan, and adopted Resolution No. 23908, adopting and ordering the filing of a Mitigated Negative Declaration for the Master Plan.

As these capital projects implement the Master Plan, no further environmental analysis pursuant to CEQA is necessary.

FISCAL IMPACT:

The estimated cost of the three airport capital projects is as follows:

Taxiway J Pavement Reconstruction Project, IFB No. 17-06:	\$ 250,000
Airfield Lighting Project, IFB No. 17-07:	\$2,200,000
Ticketing Remodel Enabling Projects, IFB No. 18-01:	<u>\$1,500,000</u>
	\$3,950,000

As part of a separate action, the Council will consider approving Amendment No. 4 to Agreement No. 6629 with URS Corp., in the amount of \$476,871, to provide construction management services associated with these three capital projects.

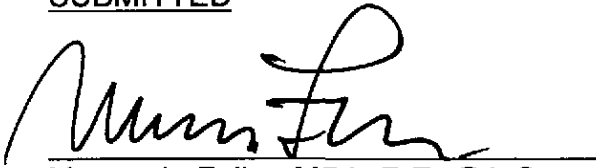
The total construction cost is estimated at \$3,950,000 with an additional \$476,871 for construction management services, for a total cost of \$4,426,871.

These airport capital projects will be funded with 90% federal funds via FAA Airport Improvement Grant AIP 3-06-0181-055-2017, requiring a 10% local match with the City's airport funds.

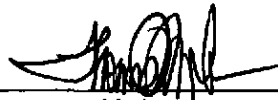
Sufficient funding is budgeted and available in the Airport Capital Improvement Fund, Accounts 416-6401-56186 and 416-6601-56186.

No local General Fund or Measure J Capital Funds are used in delivery of these Airport capital projects.

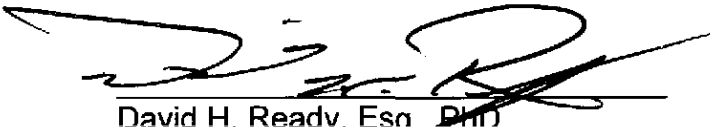
SUBMITTED



Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager



Thomas Nolan
Executive Director, Airport



David H. Ready, Esq., PhD
City Manager

Attachments:

1. April 19 and May 3, 2017, staff reports

Attachment 1



CITY COUNCIL STAFF REPORT

DATE: April 19, 2017

CONSENT AGENDA

SUBJECT: AIRPORT TAXIWAY J PAVEMENT REHABILITATION AND
ELECTRICAL SYSTEMS REPLACEMENT PROJECTS BID
SOLICITATION APPROVAL AND FAA GRANT FUNDING ACCEPTANCE

FROM: David H. Ready, City Manager

BY: AIRPORT

SUMMARY

This action would approve the Plans and Specifications for the Palm Springs International Airport's Taxiway J Pavement Rehabilitation and Electrical Systems Projects, and approve acceptance of the FAA Grant to fund the projects.

RECOMMENDATION:

1. Approve the plans and specifications for the Palm Springs International Airport Taxiway J Pavement Rehabilitation and Electrical Systems Replacement Projects.
2. Authorize the acceptance of FAA Grant AIP No. 55 in an amount of up to \$2,500,000 for the construction of both projects and the associated construction management professional services.
3. Authorize the City Manager to advertise and solicit bids.

STAFF ANALYSIS:

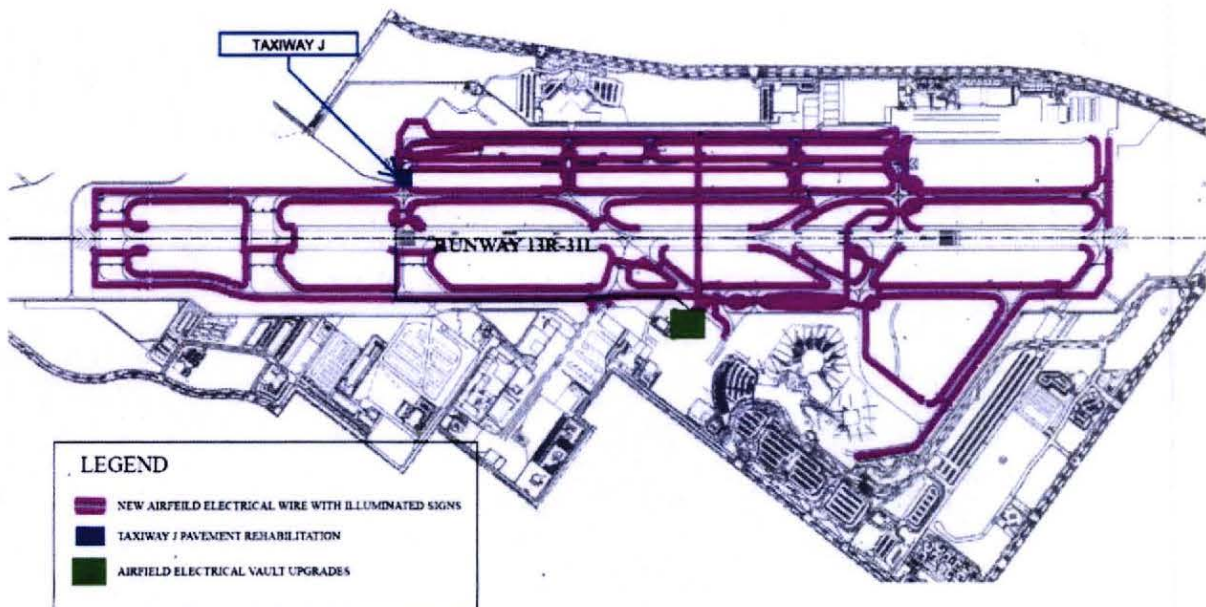
An FAA Grant No. 54 was previously approved by City Council on August 3, 2016, for the purpose of designing two airfield systems rehabilitation projects for Palm Springs International Airport. The design is now completed and the projects are ready to proceed with the bid phase. These projects address two separate PSP Airport airfield components as follows:

Airfield Electrical Systems Project

Rehabilitation of the airfield ground navigation aids, including directional signage used by all aircraft when taxiing to and from the runways. 222,000 lineal feet of existing airfield electrical conductors to all taxiway and runway lights, signs and navaids, with the exception of Runway 13R-31L that was reconstructed in 2016, will replace old system components. The airport's electrical vault will have key components, including all existing constant current regulators, replaced with new state-of-the-art equipment capable of self-diagnosis. Electrical transformers on all existing LED Taxiway fixtures, 851 in total, along with 130 existing incandescent lights in directional signage will be replaced; the airport's secondary runway will be upgraded with new medium intensity LED light fixtures as will the associated approach navigational aids of Runway End Indicator Lights (REILS) and Precision Approach Path Indicators (PAPIS).

The project is allotted 120 calendar days for completion and will be closely coordinated to ensure the airport remains open, safe and functional for all types of aircraft operations.

PALM SPRINGS INTERNATIONAL AIRPORT AIRFIELD ELECTRICAL AND TAXIWAY J REHABILITATION



Airfield Taxiway J Project

This project is a rehabilitation of the airfield asphalt pavement on Taxiway J between Taxiway C and Runway 13L. The existing asphalt will be removed and reconstructed with new FAA approved materials constructed in accordance with the Standards for Construction of Airfield Pavement. The project's duration is scheduled for 30 calendar days.

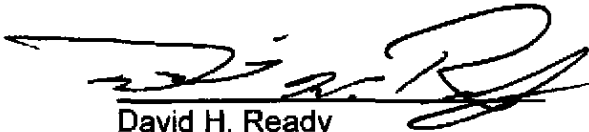
FISCAL IMPACT:

The Taxiway J project's estimated cost prior to bid is \$214,430, and the Airfield Electrical is \$2,027,356. Both projects are eligible for and will be funded by Federal Aviation Administration Airport Improvement Grant No. 55. The City's Airport Fund will be responsible for providing the ten percent matching share of the grant at about \$250,000 taken from budgeted Account No. 416-6401-56186.

Although the FAA grant has not been received as of the date of this Staff Report, these projects have been approved and fiscally programmed by the FAA, and are anticipated in June. Council approval for acceptance of the grant is requested ahead of that schedule to facilitate the project's construction.



Thomas Nolan
Executive Director, Airport



David H. Ready
City Manager

Attachments: Invitation for Bids

**CITY OF PALM SPRINGS, CALIFORNIA
NOTICE INVITING BIDS FOR
TAXIWAY 'J' REHABILITATION PROJECT**

**PALM SPRINGS INTERNATIONAL AIRPORT
FAA AIRPORT IMPROVEMENT PROJECT NO. 3-06-0181-055-2016
INVITATION FOR BIDS (IFB) 17-xx**

NOTICE IS HEREBY GIVEN that sealed bids will be received at the Office of the Procurement and Contracting Manager of the City of Palm Springs, California, 3200 East Tahquitz Canyon Way, Palm Springs, California 92262 until, _____, **local time on** _____ at which time they will be opened and read aloud. Bids must be submitted in sealed envelopes marked on the outside: **"TAXIWAY 'J' REHABILITATION PROJECT"**.

DELIVERY OF BIDS - NOTIFICATION OF PARKING LOT CONSTRUCTION AT CITY HALL-

Contractors are hereby notified that there will be construction in progress at the Palm Springs City Hall parking lot on the day that Bids are due. Contractors shall take this into account in the delivery of their bids, as neither the City nor the parking lot contractor shall be liable or responsible for the late delivery of a bid due to the construction in progress at City Hall. It is the responsibility of the contractor to see that any bid that is hand delivered, sent through the mail, or by any other delivery method, shall have sufficient time to be received by the Office of Procurement & Contracting by the due date and time. Late bids will not be accepted and shall be returned unopened.

LOCATION OF WORK - The Work to be performed hereunder is located at the Palm Springs International Airport, 3400 E. Tahquitz Canyon Way, Palm Springs, California.

DESCRIPTION OF THE WORK: The Project consists of the Removal and Reconstruction of approximately 12,000 sf of failed Asphalt Pavement within the limits of Taxiway J. Construction will consist of full depth removal of existing Asphalt Pavements, re-compaction of existing base materials and construction of new Asphalt Cement Pavement. Project includes repainting runway and taxiway markings. The Project will require temporary closures to Runway 13L – 31R and Taxiway J and Taxiway E. No electrical work is anticipated.

The Engineer's Estimate falls within a range of \$200,000 to \$250,000

The City has not yet received FAA grant funding. However, a pre-application has been made and there is sufficient Airport Improvement Program entitlement funding allocated for this project, but the FAA will not issue final grant offer without final bid price amount.

OBTAINING OR INSPECTING CONTRACT DOCUMENTS - A complete set of Contract Documents dated March 17, 2017 may be obtained on, or after _____ at Planit Reprographics, 77738 Flora Road, Palm Desert, California 92211, phone (760) 345-2500, fax (760) 345-2599 for a non-refundable deposit of \$400.00 for each hardcopy set or \$200.00 for each CD. Shipping costs are extra. Checks to be made payable to Planit Reprographics. A copy of the Planholder's list may be obtained by contacting Planit Reprographics directly. Contact person: *Eric Birch* Email: planwell@planitreprographics.com

Bidder must supply all information required by the complete bid documents and specifications.

PROJECT ADVERTISEMENT - The project was advertised for bid _____.

PRE-BID CONFERENCE AND VISIT TO WORK SITE - All interested bidders are encouraged to attend a Pre-Bid Conference and examine the site to become familiar with the site conditions. The **NON-MANDATORY** Pre Bid Conference will be held at _____, **local time, on** _____ at the Palm Springs International Airport, 3400 E. Tahquitz Canyon Way, Palm Springs, California, in the 2nd Floor Conference Room. A tour of the site will occur for interested bidders, immediately following the conclusion of the Pre Bid Conference. For safety and security reasons, bidders are limited to 2 representatives on the site tour.

COMPLETION OF WORK - Time is of the essence. All field work must be completed within **30** consecutive calendar days after commencement date stated in the Notice to Proceed.

AWARD OF CONTRACT - The contract will be awarded to the lowest responsible bidder. The City reserves the right, after opening, to reject any and all bids, or to waive any minor informality in a bid. The award of the contract is subject to the approval of the Federal Aviation Administration.

As a condition of award, the successful bidder will be required to submit bonds and insurance, prior to the execution of the contract by the City. Failure to meet this requirement shall constitute abandonment of the Bid by the Bidder and forfeiture of the Bid Bond. If this occurs the contract will then be awarded to the next lowest bidder.

BID SECURITY - Each bid shall be accompanied by either cash, certified cashier's check or Bid Bond in the amount of ten (10) percent of the total bid price (all schedules, as applicable), payable to the City of Palm Springs, as a guarantee that the Bidder, if its Bid is accepted, will promptly obtain the required Bonds and Insurance and will prepare the required submittal document and execute the Agreement.

BIDS TO REMAIN OPEN - The Bidder shall guarantee the Total Bid Price for a period of ninety (90) calendar days from the date of Bid Opening.

CONTRACTOR'S LICENSE CLASSIFICATION - In accordance with the provisions of California Public Contract Code Section 3300, the City has determined that the Contractor shall possess a valid Class A Contractor License at the time the Contract is awarded. Failure to possess the specified license shall render the bid as non-responsive and shall act as a bar to award of the Contract to any bidder not possessing said license at the time of award.

The Contractor must be licensed to do business in the City of Palm Springs in accordance with the provisions of Chapter 9, Division 3, of the Business and Professions Code, and will be required to obtain a City Construction Permit No Fee from the Building Department and/or the Public Works Inspection Supervisor, City Hall, Palm Springs, California.

STATEMENT OF QUALIFICATIONS - Each proposal must be accompanied by a statement of the bidder's qualifications to perform the work contemplated. The Statement of Qualifications shall be prepared on the form attached hereto.

CONTRACTORS REGISTRATION REQUIREMENTS - As a condition of award or after April 1, 2015, the contractor and any subcontractor listed on the bid must be registered with the Department of Industrial Relations pursuant to Section 1725.5 of the California Labor Code."

WAGE RATE REQUIREMENTS -

(a) State - In accordance with the provisions of California Labor Code Section 1770, 1773, 1773.1, 1773.6 and 1773.7, as amended, the Director of the Department of Industrial Relations has determined the general prevailing rate of per diem wages in accordance with the standards set forth in Section 1773 for the locality in which the Work is to be performed. A copy of said wage rates is on file at the Department of Building and Safety, City Hall, Palm Springs, California. It shall be mandatory upon the Contractor to whom the Work is awarded and upon any subcontractor under the Contractor to pay not less than said specified rates to all workers employed by them in the execution of the Work, and shall post a copy of said wage rates at the project site.

(b) Federal - The general prevailing rate of wages, as determined by the Secretary of Labor are included hereinafter as part of the Contract Documents; provided, that if there is any difference between the State or Federal wage rate for any given craft or mechanic needed to execute the work, it shall be mandatory upon the Contractor and any subcontractor to pay the higher of the two rates.

All labor on the project shall be paid no less than the minimum wage rates established by the U.S. Secretary of Labor.

TRADE RESTRICTIONS - All solicitations, contracts and subcontracts resulting from projects funded under the Airport Improvement Program (AIP) must contain the foreign trade restriction required by 49 CFR Part 30, Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U. S. Contractors.

The Aviation Safety and Capacity Expansion Act of 1990 provides that preference be given to steel and manufactured products produced in the United States when funds are expended pursuant to a grant issued under the Airport Improvement Program.

EQUAL EMPLOYMENT OPPORTUNITY AND AFFIRMATIVE ACTION REQUIREMENTS – Each bidder must complete, sign and furnish, prior to award of the contract, the "Bidders Statement on Previous Contracts Subject to EEO Clause", a "Certification of Nonsegregated Facilities", and the "Assurance of Disadvantaged Business Enterprise Participation" as contained in the Bid Proposal. These items must be submitted with his or her bid.

A Contractor having 50 or more employees and his or her subcontractors having 50 or more employees and who may be awarded a contract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in these specifications.

The proposed contract is under and subject to Executive Order 11246, as amended, of September 24, 1965, and to the Equal Employment Opportunity (EEO) and Federal Labor Provisions.

The EEO requirements, labor provisions, and wage rates are included in the specifications and bid documents and are available for inspection at the Department of Building and Safety, City Hall, Palm Springs, California.

To be eligible for award, each bidder must comply with the affirmative action requirements which are contained in the specifications.

Disadvantaged Business Enterprises (DBEs) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts under this agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this agreement.

Women will be afforded equal opportunity in all areas of employment. However, the employment of women shall not diminish the standards of requirement for the employment of minorities.

RETAINAGE FROM PAYMENT - The Contractor may elect to receive 100 percent payments due under the Contract Documents from time to time, without retention of any portion of the payment by the City, by depositing securities of equivalent value with the City in accordance with the provisions of Section 22300 of the Public Contract Code. Such securities, if deposited by the Contractor, shall be valued by the City, whose decision on valuation of the securities shall be final. Securities eligible for investment under this provision shall be limited to those listed in Section 6430 of the Government Code or bank or savings and loan certificates of deposit.

ADDRESS AND MARKING OF BIDS - The envelope enclosing the Bid shall be sealed and addressed to the City of Palm Springs, and shall be delivered or mailed to Craig L. Gladders, C.P.M., Procurement and Contracting Manager, at 3200 East Tahquitz Canyon Way, Palm Springs, CA 92262. The envelope shall be plainly marked in the upper left hand corner with the name and address of the Bidder and shall bear the words "TAXIWAY J REHABILITATION PROJECT" for the "PALM SPRINGS INTERNATIONAL AIRPORT", followed by the date and hour of opening Bids. The certified or cashier's check or Bid Bond shall be enclosed in the same envelope with the Bid.

PROJECT ADMINISTRATION - All communications relative to this Work shall be directed to Mr. Curt Ingraham, P.E., Parsons Brinckerhoff, 451 E. Vanderbilt Way, Suite 200, San Bernardino, CA 92408, phone (909) 888-1106, fax (909) 889-1884, (e-mail) Ingraham@pbworld.com. All questions relating to interpretation of the Contract Documents or products must be submitted in writing, ten days prior to bid opening, and any responses will be in the form of written addenda to the Documents.

BY ORDER OF THE CITY OF PALM SPRINGS, CA

DATE: March 28, 2017

By: _____

Craig L. Gladders, C.P.M.
Procurement and Contracting Manager

**CITY OF PALM SPRINGS, CALIFORNIA
NOTICE INVITING BIDS FOR
AIRFIELD LIGHTING PROJECT**

**PALM SPRINGS INTERNATIONAL AIRPORT
FAA AIRPORT IMPROVEMENT PROJECT NO. 3-06-0181-055-2016
INVITATION FOR BIDS (IFB) 17-xx**

NOTICE IS HEREBY GIVEN that sealed bids will be received at the Office of the Procurement and Contracting Manager of the City of Palm Springs, California, 3200 East Tahquitz Canyon Way, Palm Springs, California 92262 until, _____, **local time on** _____ at which time they will be opened and read aloud. Bids must be submitted in sealed envelopes marked on the outside: "AIRFIELD LIGHTING PROJECT".

DELIVERY OF BIDS - NOTIFICATION OF PARKING LOT CONSTRUCTION AT CITY HALL-

Contractors are hereby notified that there will be construction in progress at the Palm Springs City Hall parking lot on the day that Bids are due. Contractors shall take this into account in the delivery of their bids, as neither the City nor the parking lot contractor shall be liable or responsible for the late delivery of a bid due to the construction in progress at City Hall. It is the responsibility of the contractor to see that any bid that is hand delivered, sent through the mail, or by any other delivery method, shall have sufficient time to be received by the Office of Procurement & Contracting by the due date and time. Late bids will not be accepted and shall be returned unopened.

LOCATION OF WORK - The Work to be performed hereunder is located at the Palm Springs International Airport, 3400 E. Tahquitz Canyon Way, Palm Springs, California.

DESCRIPTION OF THE WORK: The Project consists of replacing approximately 222,000 lineal feet of existing airfield electrical conductors to taxiway and runway lights, signs and nav aids. The Project includes replacement of Constant Current Regulators, replacement of transformers on existing LED taxiway fixtures, and replacement of existing incandescent Mandatory, Directional and Informational signs with LED signs. The GA Runway will be upgraded with Medium Intensity LED Runway Lights, new LED Runway End Indicator Lights and new LED Precision Approach Path Indicators. The Project will require temporary closures to runways and taxiways.

The Engineer's Estimate falls within a range of \$1.9 to \$2.2 million.

The City has not yet received FAA grant funding. However, a pre-application has been made and there is sufficient Airport Improvement Program entitlement funding allocated for this project, but the FAA will not issue final grant offer without final bid price amount.

OBTAINING OR INSPECTING CONTRACT DOCUMENTS - A complete set of Contract Documents dated March 17, 2017 may be obtained **on, or after** _____ at Planit Reprographics, 77738 Flora Road, Palm Desert, California 92211, phone (760) 345-2500, fax (760) 345-2599 for a non-refundable deposit of \$400.00 for each hardcopy set or \$200.00 for each CD. Shipping costs are extra. Checks to be made payable to Planit Reprographics. A copy of the Planholder's list may be obtained by contacting Planit Reprographics directly. Contact person: *Eric Birch* Email: planwell@planitreprographics.com

Bidder must supply all information required by the complete bid documents and specifications.

PROJECT ADVERTISEMENT - The project was advertised for bid _____.

PRE-BID CONFERENCE AND VISIT TO WORK SITE - All interested bidders are encouraged to attend a Pre-Bid Conference and examine the site to become familiar with the site conditions. The **NON-MANDATORY** Pre Bid Conference will be held at _____, **local time, on** _____ at the Palm Springs International Airport, 3400 E. Tahquitz Canyon Way, Palm Springs, California, in the 2nd Floor Conference Room. A tour of the site will occur for interested bidders, immediately following the conclusion of the Pre Bid Conference. For safety and security reasons, bidders are limited to 2 representatives on the site tour.

COMPLETION OF WORK - Time is of the essence. All field work must be completed within 150

consecutive calendar days after commencement date stated in the Notice to Proceed.

AWARD OF CONTRACT - The contract will be awarded to the lowest responsible bidder. The lowest responsible bidder for the purposes of award shall be the bidder offering the lowest aggregate price for the Base Bid plus Alternate No. 1, No. 2 and No. 3. However, the City reserves the right to delete any and all line items from any, all or none of the Bid Alternates from the actual contract award based upon the availability of funding. The deletion of any and all of the line items from the Bid Alternates shall in no way affect the determination of the lowest responsible bidder, which shall be determined by the inclusion of all of the line items. The City reserves the right, after opening, to reject any and all bids, or to waive any minor informality in a bid. The award of the contract is subject to the approval of the Federal Aviation Administration.

As a condition of award, the successful bidder will be required to submit bonds and insurance, prior to the execution of the contract by the City. Failure to meet this requirement shall constitute abandonment of the Bid by the Bidder and forfeiture of the Bid Bond. If this occurs the contract will then be awarded to the next lowest bidder.

BID SECURITY - Each bid shall be accompanied by either cash, certified cashier's check or Bid Bond in the amount of ten (10) percent of the total bid price (all schedules, as applicable), payable to the City of Palm Springs, as a guarantee that the Bidder, if its Bid is accepted, will promptly obtain the required Bonds and Insurance and will prepare the required submittal document and execute the Agreement.

BIDS TO REMAIN OPEN - The Bidder shall guarantee the Total Bid Price for a period of ninety (90) calendar days from the date of Bid Opening.

CONTRACTOR'S LICENSE CLASSIFICATION - In accordance with the provisions of California Public Contract Code Section 3300, the City has determined that the Contractor shall possess a valid Class A Contractor License at the time the Contract is awarded. Failure to possess the specified license shall render the bid as non-responsive and shall act as a bar to award of the Contract to any bidder not possessing said license at the time of award.

The Contractor must be licensed to do business in the City of Palm Springs in accordance with the provisions of Chapter 9, Division 3, of the Business and Professions Code, and will be required to obtain a City Construction Permit No Fee from the Building Department and/or the Public Works Inspection Supervisor, City Hall, Palm Springs, California.

STATEMENT OF QUALIFICATIONS - Each proposal must be accompanied by a statement of the bidder's qualifications to perform the work contemplated. The Statement of Qualifications shall be prepared on the form attached hereto.

CONTRACTORS REGISTRATION REQUIREMENTS - As a condition of award or after April 1, 2015, the contractor and any subcontractor listed on the bid must be registered with the Department of Industrial Relations pursuant to Section 1725.5 of the California Labor Code."

WAGE RATE REQUIREMENTS -

(a) State - In accordance with the provisions of California Labor Code Section 1770, 1773, 1773.1, 1773.6 and 1773.7, as amended, the Director of the Department of Industrial Relations has determined the general prevailing rate of per diem wages in accordance with the standards set forth in Section 1773 for the locality in which the Work is to be performed. A copy of said wage rates is on file at the Department of Building and Safety, City Hall, Palm Springs, California. It shall be mandatory upon the Contractor to whom the Work is awarded and upon any subcontractor under the Contractor to pay not less than said specified rates to all workers employed by them in the execution of the Work, and shall post a copy of said wage rates at the project site.

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The Aviation Safety and Capacity Expansion Act of 1990 provides that preference be given to steel and manufactured products produced in the United States when funds are expended pursuant to a grant issued under the Airport Improvement Program.

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A Contractor having 50 or more employees and his or her subcontractors having 50 or more employees and who may be awarded a contract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in these specifications.

The proposed contract is under and subject to Executive Order 11246, as amended, of September 24, 1965, and to the Equal Employment Opportunity (EEO) and Federal Labor Provisions.

The EEO requirements, labor provisions, and wage rates are included in the specifications and bid documents and are available for inspection at the Department of Building and Safety, City Hall, Palm Springs, California.

To be eligible for award, each bidder must comply with the affirmative action requirements which are contained in the specifications.

Disadvantaged Business Enterprises (DBEs) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts under this agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this agreement.

Women will be afforded equal opportunity in all areas of employment. However, the employment of women shall not diminish the standards of requirement for the employment of minorities.

RETAINAGE FROM PAYMENT - The Contractor may elect to receive 100 percent payments due under the Contract Documents from time to time, without retention of any portion of the payment by the City, by depositing securities of equivalent value with the City in accordance with the provisions of Section 22300 of the Public Contract Code. Such securities, if deposited by the Contractor, shall be valued by the City, whose decision on valuation of the securities shall be final. Securities eligible for investment under this provision shall be limited to those listed in Section 6430 of the Government Code or bank or savings and loan certificates of deposit.

ADDRESS AND MARKING OF BIDS - The envelope enclosing the Bid shall be sealed and addressed to the City of Palm Springs, and shall be delivered or mailed to Craig L. Gladders, C.P.M., Procurement and Contracting Manager, at 3200 East Tahquitz Canyon Way, Palm Springs, CA 92262. The envelope shall be plainly marked in the upper left hand corner with the name and address of the Bidder and shall bear the words "AIRFIELD LIGHTING PROJECT" for the "PALM SPRINGS INTERNATIONAL AIRPORT", followed by the date and hour of opening Bids. The certified or cashier's check or Bid Bond shall be enclosed in the same envelope with the Bid.

PROJECT ADMINISTRATION - All communications relative to this Work shall be directed to Mr. Curt Ingraham, P.E., Parsons Brinckerhoff, 451 E. Vanderbilt Way, Suite 200, San Bernardino, CA 92408, phone (909) 888-1106, fax (909) 889-1884, (e-mail) Ingraham@pbworld.com. All questions relating to interpretation of the Contract Documents or products must be submitted in writing, ten days prior to bid opening, and any responses will be in the form of written addenda to the Documents.

BY ORDER OF THE CITY OF PALM SPRINGS, CA

DATE: _____

By: _____

Craig L. Gladders, C.P.M
Procurement and Contracting Manager



CITY COUNCIL STAFF REPORT

DATE: May 03, 2017 NEW BUSINESS

SUBJECT: Airport Terminal Ticketing Wing Renovation Schematic Drawings Review

FROM: David H. Ready, City Manager

BY: Department of Aviation

SUMMARY

On August 3, 2016, City Council approved a Federal Aviation Administration Grant to fund the design of the Airport's Terminal Ticketing Wing Renovation. The schematic design is ready for City Council's input and authorization to proceed with the design development phase. Representatives from WSP PB Aviation will make a presentation on the Schematic Drawings at the Council meeting.

RECOMMENDATION:

1. Approve acceptance of the Airport Terminal Ticketing Schematic Design.
2. Authorize proceeding with the Design Development phase.
3. Authorize proceeding with the bid on the Terminal Phase 1 Enabling Project estimated to cost approximately \$1,300,000.

STAFF ANALYSIS:

In late 2015, City Council adopted the updated Federal Aviation Administration funded and approved Airport Master Plan that identified a need to expand the interior space of the airport's terminal ticketing wing to address growing constraints in the passenger circulation and check-in queuing areas, and enhance the efficiencies of baggage screening and processing functions. This Airport Master Plan project was also identified by City Council, during the March 2017 Strategic Planning session, as a three-year goal to "Enhance and invest in public infrastructure". Working toward accomplishing this airport ticketing area capacity enhancement project, in August 2016 Council approved a professional services agreement with WSP Parsons Brinckerhoff Aviation, funded by FAA AIP Grant No. 3-06-0181-054-2016 in the amount of \$1,922,379.82, for the full design and bid of the two construction season project. Schematic design is now

complete and it requires review and input by the Council prior to proceeding with full design development.

The ticketing area renovation project's majority of work and expense are for utilitarian elements driven by the Federal Aviation Administration's requirements for functionality check-in and baggage processing. The Airport Master Plan used specific aviation forecast methodology to identify activity levels that will result in airport facility constraints if not addressed. The FAA considers any airport's passenger processing and baggage handling constraints an impediment to their overall National Plan of Integrated Airport Systems. This is based on the principle that when passengers and baggage are not processed safely and efficiently, then flight delays materialize and impose a domino effect impact on airline hub and spoke airport system schedules. The mission of the FAA includes ensuring that Federal Grants are being used appropriately to proactively identify capacity and efficiency constraints, and this schematic design's emphasis achieves these objectives.

Project Functional and Design Elements

The two driving components of this ticketing renovation is the need to create additional space in the passenger processing areas, installing new more efficient baggage screening systems in the rooms located behind the ticket counter back wall out of public view, and adding capacity to airline baggage retrieval capabilities and ticket counter customer service positions. Working within the confines of the existing ticketing wing's footprint, the only plausible way to create the needed passenger processing space was to move the airline ticket counters backwards creating more depth to the public circulation and queuing area. Given the Council direction of not disturbing the terminal's historic front façade, which is being fully accomplished here, the rear of the ticketing wing's steel enforced canopy area will have to be fully enclosed to capture the additional operational space necessary to house a new consolidated baggage system and screening area. The entire interior of the existing ticketing wing will require demolition and renovation. The project's specific benefits achieved include the following:

- Create approximately 5000 additional square feet to the existing 15,000 square feet of space within the public processing and circulation area by moving the airline ticket check-in counters backwards
- Preserve the original architect's aviation theme while achieving a more open and spacious passenger circulation space integrating new digital signage technologies for improved information transmittal from airline to passenger
- Improve passenger processing alternatives and efficiency by adding more room for self-check-in kiosks
- Widen the main passenger flow corridor the full length of the ticketing hall for more capacity and efficient, comfortable two-way passenger circulation
- Create easily accessible areas for wheelchair storage

- Enhance the overall sense of the increased space and reduce ambient sound levels by elevating the public area ceiling height adding 66,000 cubic feet of space to the existing 102,000 cubic feet
- Install a semi-automated Baggage Handling System that enhances capacity throughput and fortifies airline and TSA security processes
- Consolidate the TSA baggage screening area equipment and functions for improved ergonomics and safety for airline and TSA employees
- Create new customized, flexible airline operations offices to optimize space utilization and accommodate future airline changes
- Install new passenger check-in counters increasing the airline customer service agent positions from 50 to 60
- Replace HVAC, plumbing, and electrical systems with new technology for improved safety, enhanced working conditions for tenant staff, and more comfort and convenience for the general public during passenger processing
- Build employee restrooms
- Create airline new operations offices under the Bono Concourse
- Remove any hazardous materials during demolition

Design Assumptions

The only area that has architectural features is the public space located between the airport terminal's front façade and wall immediately behind the airline ticket counters. The inspiration that drove the architect's interior design elements emanated from the existing terminal lobby which served as the hallmark of Mr. Donald Wexler's airport terminal building. A ceremony in 2009, with Mr. Wexler present, dedicated a plaque inscribed with the following:

***"Built in 1966
Donald Wexler, Architect
An expression of the jet-age, the facade
brings a sense of flight to the terminal
entrance through a v-shaped roof,
floating columns, and expansive glass"***

Keeping with the "sense of flight" Mr. Wexler expressed with this iconic building, the interior renovation architectural features designed into the new ticketing wing public areas perpetuate this theme. Note: The colors and finishes in the following renderings are for exhibit purposes only and final selection will be determined by the Council when Design Development is complete.

Design Concept Drawings and Project Area Layout

Concept designs drawings and the proposed project area layouts are shown in Exhibits A through E.

Construction Schedule

An important component of this ticketing renovation project is orchestrating a phasing plan which minimizes the effect on the airport operations. The summer period is the optimum construction time because it has considerably less flight demand and subsequently fewer passengers to accommodate. However, the project cannot be initiated and completed in one season, so it must be constructed over two off-seasons in 2017 and 2018.

Enabling Projects for Bid Approval

The action requested of City Council is to authorize proceeding with the Bid phase of the elementary "Enabling Projects" which must be completed during calendar year 2017 for utilization as supplemental airline and TSA operations space during the main 2018 demolition and renovation portion of the project. The following drawing depicts the enabling projects which include a modular structure installed directly behind the ticketing wing, and the buildout of small offices under the Bono concourse at ground level. The estimated cost of these two enabling elements is \$1.3 million and will be funded by an FAA Grant awarded after the bid price is determined.

See Exhibit F titled Enabling Projects to view the proposed layout.

FISCAL IMPACT:

The schematic phase design created a total project construction cost estimated at \$24,400,000 and \$26,000,000. Design Development will refine this estimate and include some contingencies that allow for cost reduction should there be anything in the final bid of the 2018 project that compromises the budgetary parameters. A separate professional services contract was authorized by City Council in December 2016 to conduct the appropriate financial feasibility of the project and established two primary sources of funding for the project:


1) FAA Entitlement Grants funding: The first FAA grant is being used for current design and bid phase, and a second FAA grant is programmed to fund the 2017 enabling projects this summer. Additional FAA entitlement grant funds between \$4,000,000 to \$6,000,000, which are formulated based on total annual number of passengers, is forthcoming and will be used for only FAA eligible project elements in the 2018 construction and renovation phase. All FAA grants combined will fund approximately one-quarter of the total project cost.

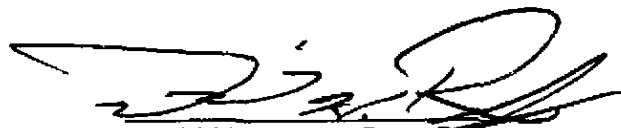
2) FAA Passenger Facility Charge: Will be instituted to retire the old PSP Airport Bond that originated in the 1990s to fund construction of the new Bono Concourse, and provide new bonds for the 2018 major ticketing construction and renovation. This new

PFC program will be coming to Council soon for authorization to proceed with the program as required by the FAA.

Of the ten airlines that serve PSP Airport, only five are under the Council approved Signatory Airport Use and Lease Agreement (AULA). Under the terms of this AULA agreement, there is a provision that requires these airlines to have “majority” consensus on certain airport capital expenditures. This agreement, which has been in place for over a decade, is consistent with the practices in airports throughout the United States. The Federal Aviation Administration closely monitors airport tenant practices to ensure that there is a fair and competitive airport environment without any discriminatory or preferential treatment to any airline. The PSP Airport Airline Use and Lease Agreement, as approved by City Council, provide the guideline parameters for airlines budgetary approvals on both airport operating and capital projects. The airlines’ consensus process on how to address the ticketing wing constraints and remedies began in 2010 with their participation into the Master Plan that Council ratified in 2015. During that process, the airlines’ input was the driving impetus for creating this cost effective ticketing renovation project alternative versus two significantly more complicated alternatives that involved the construction of an entirely new building at about twice the expense of this project. There has been majority consensus by the airlines to proceed with this project and the airlines indicated they will use a technical committee to work closely in design development phase to ensure that the project budget is preserved and that future operating expenses emanating from the project are as streamlined as possible. Each airline will require proprietary office and counter customized buildout, and this technical committee will be responsible for representing those specific needs to the design team.

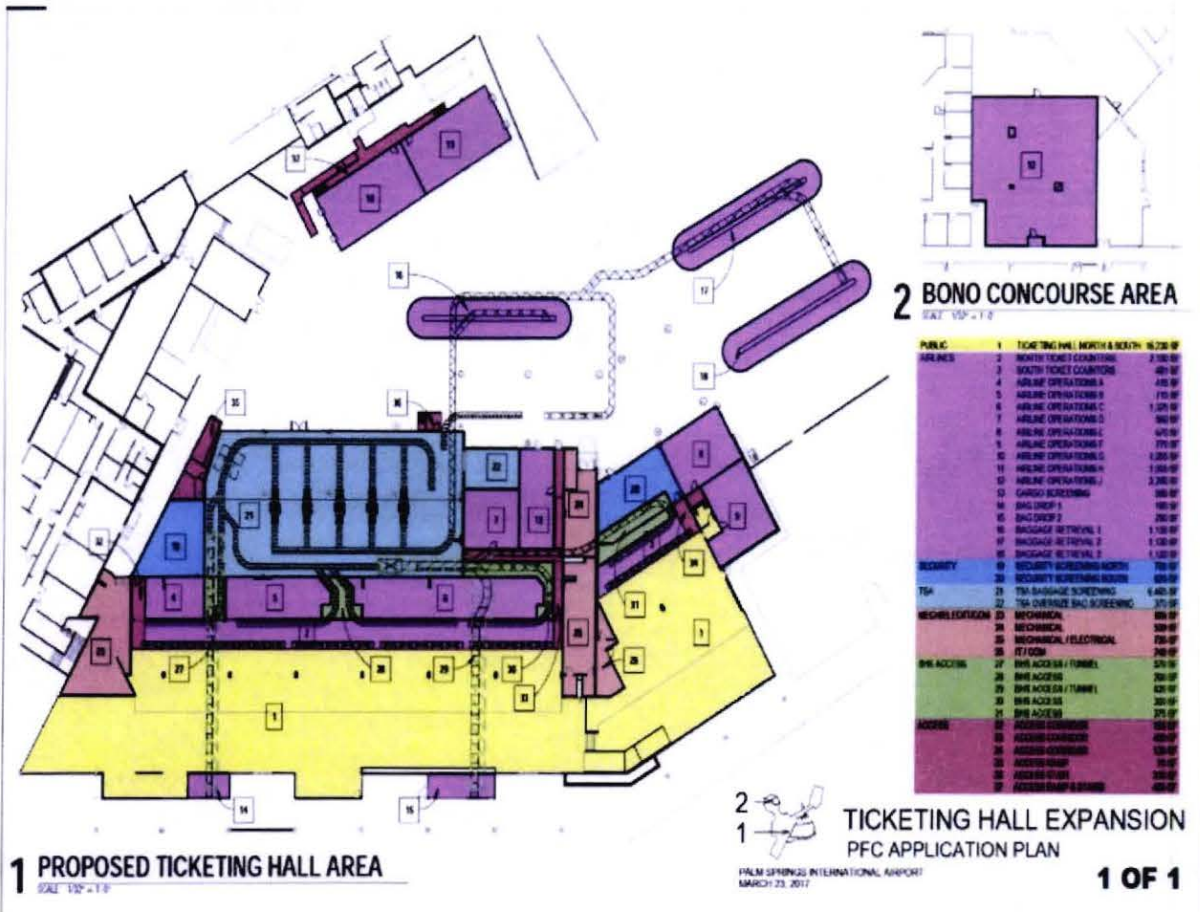
To ensure that the airlines do not incur project related costs during the phased main construction in 2018, the new PFC will include approximately \$4,500,000 in funding that will cover airline specific relocation and new space buildout costs. Additionally, the construction contract will provide an allotment to the general contractor to hire additional sufficient staff to assist airlines with any additional baggage handling labor required during the temporary conditions during 2018 construction.


Thomas P. Nolan, A.A.E.
Executive Director, Airport


David H. Ready, Esq., Ph.D.
City Manager

Attachments: WSP PB Aviation Project Presentation

Exhibit A



Project Area Layout

Exhibit B



Rendering of new main ticketing area looking from north to south

Exhibit C



Rendering of new transition from main terminal lobby into the main ticketing hall

Exhibit D



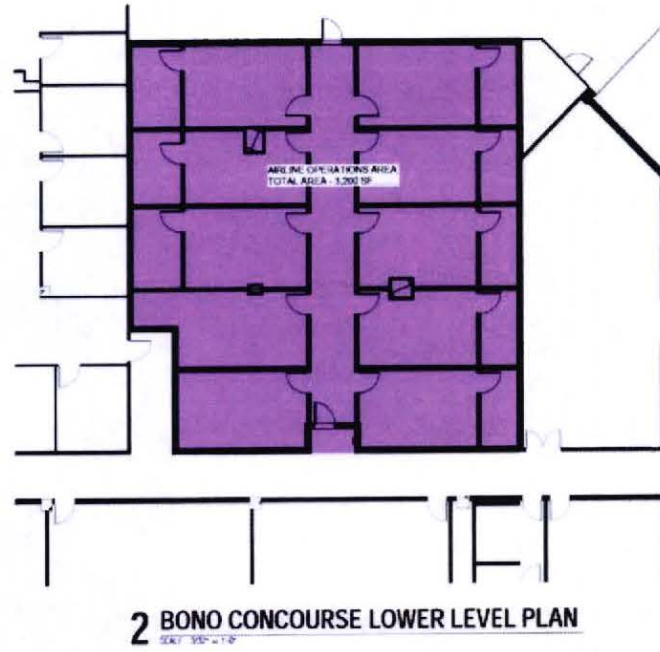
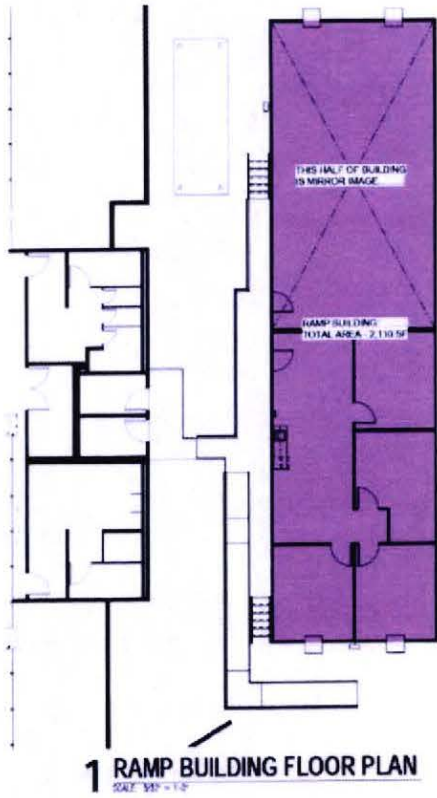
Rendering of new south ticketing area looking north

Exhibit E



Rendering showing view facing the airline ticket counters

Exhibit F



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TICKETING HALL EXPANSION
ENABLING PROJECTS PLAN
PALM SPRINGS INTERNATIONAL AIRPORT
MARCH 27, 2017

1 OF 1

Enabling Projects