



CITY OF SALINAS

CITY COUNCIL STAFF REPORT

DATE: MARCH 20, 2018

DEPARTMENT: PUBLIC WORKS, AIRPORT DIVISION

FROM: BRETT J. GODOWN, AIRPORT MANAGER

TITLE: APPROVING PLANS AND SPECIFICATIONS AND DIRECTING NOTICE TO BIDDERS FOR THE SALINAS MUNICIPAL AIRPORT RUNWAY 13-31 AND RUNWAY 8-26 REHABILITATION; CIP NO. 9275 (FAA AIP NO. 3-06-0206-27)

RECOMMENDED MOTION:

A motion is sought to approve the Salinas Municipal Airport FAA funded Runway 13-31 and Runway 8-26 Rehabilitation Plans, Specifications, and Estimates, and authorize an invitation to bidders.

RECOMMENDATION:

It is recommended that City Council approve a Resolution:

1. Approving plans, specifications, and estimate for Runway 13-31 and Runway 8-26 Rehabilitation, Airport Improvement Program No. 3-06-0206-27 (AIP 27), CIP no. 9275;
2. Authorizing issuance of invitation to bidders for Salinas Municipal Airport Runway 13-31 and Runway 8-26 Rehabilitation; FAA AIP No. 3-06-0206-27 City Project No.9275 with bids to be open on April 24, 2018.

BACKGROUND:

This report is a continuation of the overall planning effort to rehabilitate the runways at the Salinas Municipal Airport. The process was initiated on June 6, 2017, by way of Resolution No. 21178, when City Council authorized the acceptance of grant funds from the FAA for engineering and design services for airport pavement rehabilitation (CIP No. 9276). The design services undertaken on CIP No. 9276 developed the plans, specifications, and engineer's estimate necessary to rehabilitate Runway 13-31 and Runway 8-26. On November 28, 2017, by way of Resolution No. 21300, City Council approved the transmittal of the Airport Capital Improvement Program (ACIP) submittal to the FAA. Each year the Federal Aviation Administration (FAA) requires airports to develop an ACIP for the purpose of distributing Airport Improvement Program (AIP) grants for the planning, construction, and maintenance of airport facilities. The ACIP is funded through the AIP. The FY 18-23 ACIP included Pavement Rehabilitation for RWY 13-31 as the

City of Salinas' highest priority for grant application and funding. On January 9, 2018 City Council approved Resolution No. 2135 authorizing the submittal of a grant application and acceptance of grant offer from the FAA and CalTrans Division of Aeronautics for the rehabilitation of Runway 13-31 and 8-26 (AIP 27) (City of Salinas CIP No. 9275).

The pavement rehabilitation project calls for the following:

Runway 13-31 Rehabilitation

Approximately 723,750 SF (4,825' L x 150' W) of Runway 13-31 will be crack sealed, slurry sealed, and remarked.

In the event the FAA has additional unencumbered discretionary funds available, the City has established Additive Alternatives that are "shovel ready" projects:

Runway 8-26 Rehabilitation

Approximately 900,600 SF (6,004' L x 150' W) of Runway 8-26 will be micro milled, crack sealed, slurry sealed, and remarked.

The construction administration services necessary for compliance with FAA standards will be completed under contract with the Airport's current firm on retainer, Kimley-Horn and Associates, Inc. An amendment to their current agreement will be presented to the Airport Commission for recommendation at the May 2018 meeting, followed by Salinas City Council approval in June 2018.

The proposed timeline is as follows:

Airport Commission recommendation	February 22, 2018
City Council approval	March 20, 2018
Advertise project by	March 26, 2018
Non-mandatory pre-bid meeting	April 10, 2018
Receive bids	April 24, 2018
Submit revised application based on bids	May 1, 2018

At the February 22, 2018 Airport Commission meeting, the Commission recommended City Council approve the Salinas Municipal Airport FAA funded Runway 13-31 and Runway 8-26 Rehabilitation Plans, Specifications, and Estimates, and authorize an invitation to bidders.

CEQA/NEPA CONSIDERATION:

CEQA:

The City of Salinas has determined that the project is exempt (Categorical Exemption – CATEX) from the California Environmental Quality Act (CEQA) Guidelines (Section 15300, Class 1) because the project proposes the rehabilitation of an existing public facility (airport runway pavement) that will not expand beyond the existing limits. This project will ensure the airport remains a safe operating facility as mandated by the FAA.

NEPA:

Because the City is accepting federal funds for this project, the work is subject to National Environmental Policy Act (NEPA). The Federal Aviation Administration has determined that the project is exempt (Categorical Exemption – CATEX) pursuant to FAA Order 1050.1F. The project proposes the rehabilitation of an existing public facility (airport runway pavement) that will not expand beyond the existing limits. This project will ensure the airport remains a safe operating facility as mandated by the FAA. The FAA has determined no further environmental disclosure documentation for this project is necessary for NEPA purposes.

STRATEGIC PLAN INITIATIVE:

The project complements the City Council’s Goals for Excellent Infrastructure, and Economic Diversity and Prosperity. The improved Airport facilities will encourage aircraft owners to base their aircraft at Salinas Municipal Airport; and will lead to extending the useful life of the airport’s runways.

FISCAL AND SUSTAINABILITY IMPACT:

There will be no impact to the City’s General Fund. Funding to complete this work will come from the FAA, Caltrans Division of Aeronautics, and the Airport Enterprise Fund.

The current budget for Runway 13-31 Pavement Rehabilitation, AIP 27 (CIP No. 9275) is as follows:

FY 18-19 (Base Bid)	
Funding Source	Appropriations
FAA	1,097,730.00
CalTrans	54,886.00
Special Aviation	67,084.00
	1,219,700.00

And below is a summary of the projected cost:

FY 18-19 (Base Bid)			
	FAA Portion (90%)	Local Funds/Match (10%)	Total
Construction	958,500.00	106,500.00	1,065,000.00
Construction Admin.	117,900.00	13,100.00	131,000.00
City Admin.	21,330.00	2,370.00	23,700.00
Total Project Costs	1,097,730.00	121,970.00	1,219,700.00

Below is the Engineer's Opinion of Probable Cost. This table includes the Base Bid – Runway 13-31 Pavement Rehabilitation and four Additive Alternatives (Add. Alt.). Provided the FAA has additional unencumbered discretionary funds available, the City of Salinas is positioned to take advantage of those funds to complete the Add. Alt. work. The Add. Alt. work is schedule to be completed in FY 2019-20 but if funds from the FAA are available the project can be optimized to yield significant savings.

Opinion of Probable Cost (Base Bid + Add. Alts.)	
Construction	
BASE BID (RUNWAY 13-31 Rehabilitation)	1,082,000.00
ADDITIVE ALTERNATIVE 1 (RWY 8-26 full depth trench repair within 13-31 RSA)	168,000.00
ADDITIVE ALTERNATIVE 2 (TWY D Rehabilitation)	55,000.00
ADDITIVE ALTERNATIVE 3 (Runway 8-26 Rehabilitation)	1,449,000.00
ADDITIVE ALTERNATIVE 4 (TWY J, TWY D, TWY G, TWY P Reconstruction)	235,000.00
Total Construction Cost	2,989,000.00

If the FAA is able to fund the Base Bid and the four Additive Alternatives the anticipated appropriations will be as follow with the understanding the numbers may change due the FAA issuing grants based on bids (not estimates):

FY 18-19 (Base Bids + Add. Alts.)	
Funding Source	Appropriations
FAA	2,690,100.00
CalTrans	134,505.00
Special Aviation	164,395.00
	2,989,000.00

ATTACHMENTS:

Salinas Municipal Airport Specifications for Runway 13-31 and Runway 8-26 Rehabilitation, AIP 3-06-0206-27 City Project No. 9275

Sponsor's Engineer Report - Runway 13-31 and Runway 8-26 Rehabilitation

Plan set - Runway 13-31 and Runway 8-26 Rehabilitation

Resolution - Runway 13-31 and Runway 8-26 Rehabilitation PS&E, Invitation to Bidders