City of Santa Monica®

City Council Report

City Council Meeting: August 8, 2017
Agenda Item: 3.E

To: Mayor and City Council

From: Susan Cline, Director, Public Works, Civil Engineering

Subject: Airport Runway Shortening Design Build Agreement with Guaranteed Maximum Price (GMP)

Recommended Action

Staff recommends that the City Council:

1. Authorize the City Manager to execute a Design-Build Amendment to Feasibility Professional Services Agreement 10436 (CCS) with AECOM or a Restated Design-Build Agreement with AECOM, a California-based company, to shorten the runway at Santa Monica Municipal Airport for a Guaranteed Maximum Price (GMP) not to exceed $3,517,320 (includes a 15% contingency);
2. Authorize the Director of Public Works to issue any necessary change orders to complete additional work within contract authority.
3. Authorize budget changes as outlined in the Financial Impacts and Budget Actions section of this report.

Executive Summary

Regaining local control of land use at Santa Monica Airport (SMO) and reducing the health and safety impacts on adjacent residents is one of the City Council's Strategic Goals. Earlier this year, the City and the Federal Aviation Administration (FAA) entered into an historic Settlement Agreement and Consent Decree to resolve the City's litigation to secure local control. On February 1, 2017, the United States District Court for the Central District of California entered an Order approving the Settlement Agreement as a Consent Decree. Among other provisions, the Consent Decree allows the City to reduce the runway to 3,500 feet pending the City's right to close the Airport to aviation uses after December 31, 2028.

Reducing the operational length of the runway to 3,500 feet would reduce the adverse environmental, health, and safety concerns that current Airport operations impose on residents of Santa Monica and adjacent neighbors, including reducing jet traffic, noise impacts and air emissions. Specifically, shortening the runway to 3,500 feet would

reduce use of the Airport by larger aircraft (by an estimated 44% according to a study by Coffman Associates) and consequently reduce Community Noise Equivalent Level contours, result in fewer overall exceedances of Single Event Noise Levels, and reduce the impact of aircraft exhaust and fumes on surrounding residential neighborhoods.

While the potential future uses of excess runway surface or released land is separate from the runway shortening project, staff has begun the process of developing options for removal of excess runway pavement (as the result of the runway shortening) which will be presented to Council in late-September 2017. Additionally, staff from Planning and Public Works have begun outlining and will present a framework for a future community process to determine potential uses of the reclaimed land, and the design of that space that are safe and compatible with the operation of the Airport.

Staff recommends executing a Design-Build Amendment to Feasibility Professional Services Agreement 10436 (CCS) or a Restated Design-Build Agreement with AECOM for a Guaranteed Maximum Price (GMP) not to exceed $3,517,320 (includes a 15% contingency) to complete runway shortening construction by December 31, 2017.

Background

On February 28, 2017, the City of Santa Monica executed a Feasibility Professional Services Agreement 10436 (CCS) with AECOM (Attachment A), which engaged AECOM to study reducing Runway 03-21 at SMO to 3,500 feet. The agreement included an initial feasibility phase to provide runway-shortening options for Council consideration and selection.

On April 24, 2017, staff issued an Information Item (Attachment B) responding to Council's inquiry about a potential phased interim project, removal of pavement at the ends of the runway, and evaluation of future uses of the excess runway area. The Information Item provided an update on those topics, as well as the overall status of the runway-shortening project.

On May 24, 2017, Council selected Option B, the center-aligned shortened runway

option (Attachment C) from the two options presented for runway shortening construction. The Council directed staff to proceed with further design of the preferred option and to establish a GMP for a design-build agreement between the City and AECOM to complete runway-shortening construction prior to December 31, 2017. At this meeting, Council also adopted Resolution No. 11044 (Attachment D) stating that the runway-shortening project is categorically exempt from review under the California Environmental Quality Act (CEQA).

Discussion

Since the May 24, 2017, Council meeting, staff and AECOM have conducted design review meetings with the FAA and have developed the preferred option to nearly 65% design completion. On July 31, 2017 the FAA issued a no-objection letter to the City of Santa Monica (Attachment E) indicating that the FAA does not object to the City pursuing implementation of the runway shortening as summarized and depicted in the final Airport Diagram dated July 24, 2017 (Attachment F). Advancement of the design (beyond the required 60% for establishing a GMP) allows for faster completion of the final design and beginning of construction, and provides additional certainty for the GMP not-to-exceed amount.

The scope of work covered by the GMP includes:

- Constructing six new connecting taxiways, approximately 65-feet wide by 150-feet long each, at the ends of the runway and approximately midway.
- Implementing drainage improvements to accommodate the new connecting taxiways.
- Procuring and installing new navigational aids including Precision Approach Path Indicators (PAPIs) and Runway End Identifier Lights (REILs)
- Rubber removal and crack sealing of the runway keel section (the middle section of the runway that sees the most aircraft traffic and where the majority of touchdowns occur).
- Runway and taxiway striping, including over 44,000 SF of runway striping and over 13,000 SF of taxiway striping.
- Installation of new runway and taxiway lights, including 2-miles of conduit and 4-

miles of cables.

- Constructing barriers to protect adjacent uses.
- Relocating the existing wind cone.
- Implementing new aircraft run-up areas and hold aprons.
- Conducting noise monitoring and noise mitigation as necessary and in compliance with CEQA and City ordinances.

Community Outreach and Notifications

Based on the amount of work required, completion of the runway shortening by December 31, 2017 will necessitate construction to be done at night to moderate impacts to existing operations and potential FAA objections. Noise monitoring and mitigation measures will be implemented during night work. Additionally, full runway closures between 7 and 14 consecutive days are also envisioned to facilitate completion of work within the Runway Safety Area. The schedule and duration of night work and full closures will be organized to enable the most expeditious completion timeline, while mitigating operational restrictions at the Airport.

For night work, anticipated to occur between 9PM and 7AM, the project team will notify residents and tenants in accordance with the City guidelines. Notifications will entail a community/construction bulletin, which will be distributed by mail to airport tenants, adjacent properties, and the wider airport community approximately 2-weeks before the start of construction. Subsequent periodic updates and notifications will be provided by email, through the City's Facebook page, and posted on the City's web site.

Vendor/Consultant Selection

AECOM was selected as the Design-Build firm for runway shortening through a competitive process that was initiated in February 2017 when the City issued a Request for Proposals letter (RFP #2500) for aviation planning and engineering services to shorten the runway at SMO. Pursuant to that process, in March 2017, the City and AECOM executed a feasibility / design-build agreement under which options for runway shortening were developed and presented to Council in May 2017 for selection and further development to establish a GMP and execute a Design-Build Agreement for completing runway shortening prior to the end of December 2017.

Next Steps

Upon Council approval of the GMP and Design-Build Agreement, staff anticipates the following project timeline:

- Final Design Completion - August 2017
- Site Preparation and Start of Construction - October 2017
- Construction Completion - December 2017

Financial Impacts and Budget Actions

The Design-Build Agreement to be awarded to AECOM is for a GMP amount not to exceed $3,517,320 (includes a 15% contingency). Funds in the amount of $3,119,985 are available in the FY 2017-18 Capital Improvement Program budget in account C339197.589000. Award of contract requires an additional FY 2017-18 Capital Improvement Program budget appropriation of $397,335 to account C33197.589000 from the Airport (33) Fund.

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Approved	**Forwarded to Council**
Susan Cline, Director 7/31/2017	Rick Cole, City Manager 8/1/2017

Attachments:

A. February 28, 2017 Staff Report (Weblink)
B. April 24, 2017 Information Item (Weblink)
C. May 24, 2017 Staff Report (Weblink)
D. Resolution No. 11044
E. Final Airport Diagram (July 24, 2017)
F. No-objection Letter from FAA to City of Santa Monica
G. AECOM's Oaks Form