

City of Columbia

701 East Broadway, Columbia, Missouri 65201



Agenda Item Number: B 91-15

Department Source: Public Works

To: City Council

From: City Manager & Staff

Council Meeting Date: 4/20/2015

Re: Bid Call and Appropriating Funds for the Reconstruction of Runway 13-31, and Taxiway B at the Intersection with Runway 20, at the Columbia Regional Airport

Documents Included With This Agenda Item

Council memo, Resolution/Ordinance

Supporting documentation includes: FAA Letter of Intent dated 9/18/14

Executive Summary

Authorizing a bid call through the Purchasing division, and appropriating FAA grant funds, for the reconstruction of Runway 13-31, and Taxiway B at the intersection with Runway 20, which includes installation of edge lighting and guidance signs. The Public Hearing for this project is scheduled for May 4, 2015.

Discussion

The City of Columbia entered into a professional engineering services agreement with Burns and McDonnell Engineering Company, in December of 2013, to design the reconstruction of Runway 13-31 (Phase I) and Taxiway B at the intersection with Runway 20, and to prepare the related bid documents. The City received a grant agreement from the Federal Aviation Administration (FAA) on June 24, 2014 in the amount of \$395,307 for the design (Phase I) services. These funds were appropriated to the project in August of 2014.

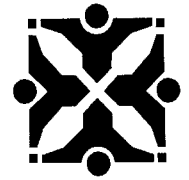
The reconstruction (Phase II) will replace the current low weight bearing asphalt runway with a high weight bearing concrete that will be capable of landing regional jets. The project will include replacing the current asphalt taxiway in the intersection with concrete, new lighting system, new directional signage, and new pavement centerline and runway markings. An aeronautical obstruction survey was performed on the proposed Runway 13-31 new alignment.

A grant agreement for the construction phase of this project is expected from the FAA in May of 2015. Staff has attached their letter of intent to provide entitlement funding in the amount of \$2,032,190. The additional FAA funding of \$724,430 will be provided from their discretionary funds, for a total of \$2,756,493 to be appropriated for the construction phase of this project.

The estimated cost for the entire project (design and construction) is \$3,502,000 with the FAA reimbursing the City 90% of the cost, or \$3,151,800. The City's local match is 10%, or \$350,200.

City of Columbia

701 East Broadway, Columbia, Missouri 65201



Fiscal Impact

Short-Term Impact: The engineer's estimate for the construction project is \$3,502,000, with FAA funding \$3,151,800, and City local match of \$350,200. Funding in the amount of \$2,756,493 is being appropriated to the project for the construction phase.

Long-Term Impact: Approx. \$2,000 per year for lighting and markings.

Vision, Strategic & Comprehensive Plan Impact

Vision Impact: Economic Development, Transportation

Strategic Plan Impact: Customer Focused Government, Growth Management

Comprehensive Plan Impact: Mobility, Connectivity, and Accessibility

Suggested Council Action

Pass the ordinance authorizing a bid call through the Purchasing division, and appropriating funds, for the reconstruction of Runway 13-31 (Phase I), and Taxiway B at the intersection with Runway 20, which includes installation of edge lighting and guidance signs.

Legislative History

08/4/14 (Ord 22157) Appropriating FAA grant funds for costs relating to the design of the reconstruction and realignment of Runway 13/31 and Taxiway B

01/21/14 (R13-14) Authorizing amendment #1 to the agreement with Burns & McDonnell to include specific federal provisions as required by the FAA.

12/16/13 (R265-13) Authorizing an agreement with Burns & McDonnell for design of the reconstruction of Runway 13-31 and Taxiway B.

04/06/15 (R54-15) Setting a Public Hearing for May 4, 2015 for reconstruction of Runway 13-31 & Taxiway B at the Columbia Regional Airport


Department Approved


City Manager Approved

Introduced by _____

First Reading _____

Second Reading _____

Ordinance No. _____

Council Bill No. B 91-15

AN ORDINANCE

determining it is in the public interest to reconstruct Runway 13-31 (Phase I) and Taxiway B at the Columbia Regional Airport; approving and adopting plans and specifications; determining that the work shall be done by contract; calling for bids through the Purchasing Division; providing for payment for the improvement; appropriating funds; authorizing the City Manager to obtain, execute and record all documents necessary for the improvement; providing for compliance with the prevailing wage law and state-mandated construction safety training; and fixing the time when this ordinance shall become effective.

WHEREAS, the City Council adopted a resolution declaring the necessity of reconstructing Runway 13-31 (Phase I) and Taxiway B at the Columbia Regional Airport; and

WHEREAS, the notice of a public hearing on this project was published in a daily newspaper of general circulation in the city; and

WHEREAS, the City Council has held a public hearing on construction of the improvement.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The Council finds that the reconstruction of Runway 13-31 (Phase I) and Taxiway B, at the intersection of Runway 20, by replacing the asphalt taxiway with concrete, the installation of a new lighting system, directional signage and pavement centerline and runway markings at the Columbia Regional Airport, in the City of Columbia, Missouri, is necessary for the welfare and improvement of the city and that it is in the public interest that such improvements be made.

SECTION 2. The plans and specifications for this improvement, as prepared by the Director of Public Works, are hereby approved and made a part of this ordinance by reference.

SECTION 3. The construction of the improvement shall be done by contract in accordance with the plans and specifications, the laws of the State of Missouri, and the Charter and Ordinances of the City of Columbia, Missouri.

SECTION 4. The Purchasing Agent is hereby authorized to call for bids and execute a contract for the improvement.

SECTION 5. Payment for this improvement shall be made from Federal Aviation Administration Grant funds, transportation sales tax funds and such other funds as may be lawfully appropriated. Subject to the availability of grant funds, the Federal Aviation Administration (FAA) shall reimburse the City 90%, or \$3,151,800.00, of the project costs, and the City's local match is \$350,200.00.

SECTION 6. The sum of \$2,756,493.00 is hereby appropriated from the Federal Contributions Account No. 554-0000-496.02-00 C44092 to the Upgrade Crosswind Runway Account No. 554-6288-881.49-90 C44092.

SECTION 7. The City Manager is authorized to obtain, execute and have recorded all licenses, easements, deeds and any other conveyances or instruments necessary for the City to complete this improvement.

SECTION 8. The contract for the improvement shall provide that not less than the prevailing hourly rate of wages, as found by the Department of Labor and Industrial Relations of Missouri, shall be paid to all workers performing work under the contract. The contractor's bond shall guarantee the faithful performance of the prevailing hourly wage clause in the contract. The City shall also cause to be inserted into the contract a stipulation that all laborers and mechanics employed by the contractor or subcontractors in the performance of work under the contract shall be paid wages at rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act.

SECTION 9. The bid specifications and contract for the improvement shall provide that the contractor and any subcontractor shall provide a ten-hour Occupational Safety and Health Administration construction safety program (or a similar program approved by the Missouri Department of Labor and Industrial Relations) for all employees working on-site. All employees working on the site of the improvement are required to complete the safety program within 60 days of beginning work on the improvement project.

SECTION 10. This ordinance shall be in full force and effect from and after its passage.

PASSED this _____ day of _____, 2015.

ATTEST:

City Clerk

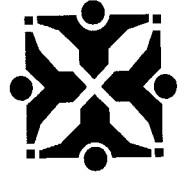
Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor

CERTIFICATION: I certify there are sufficient funds available in the Federal Contributions Account No. 554-0000-496.02-00 C44092 to cover the above appropriation.

Director of Finance



SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:

FAA Letter of Intent dated 9/18/14



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106
(816) 329-2600

September 18, 2014

Mr. Don Elliot
Airport Manager
Columbia Regional Airport
11300 S. Airport Drive
Columbia, MO 65201

Mr. Elliot:

Columbia Regional Airport
AIP No. 3-29-0022-039
Project Initiation Notification
- Runway 13/31 (Phase 2)

The FAA is considering the project listed below for possible funding in FY-2015 under the Airport Improvement Program (AIP):

Reconstruct Runway 13/31 (From Twy A to Rwy 31 end) - Phase 2 Construction

This project represents phase 2 of a multi-phase project to widen and extend Runway 13/31. We have included this development in the FAA's Airport Capital Improvement Program (ACIP) based upon an estimated Federal share equaling **\$ 2,032,190**. Your anticipated available entitlement funds comprise this entire amount.

Purpose of Letter

The general purpose of this letter is to provide you advance notice of our intent to fund your project subject to the establishment of a FY-2015 funding appropriation for the Airport Improvement Program. We request your prompt action at this time so that you will be ready to proceed once funding does become available.

We trust you remain committed to proceeding with this work in the upcoming 2015 fiscal year. Please contact me **immediately** if you no longer desire to accomplish this work or circumstances arise that causes you to postpone this work to a later fiscal year.

Limitations of this Notice

We caution you that this letter **does not represent** an official notification that your location has or will receive Federal funding. The Congressional Notification of funding, if issued, will serve as your official announcement that funding is available for your location. We ask that you portray all work activities performed prior to Congressional release of funds as a sponsor initiative as opposed to a confirmation of Federal funding.

Status of AIP Appropriation

As of the date of this letter, there is no established appropriation for the FY-2015 AIP program. Additional congressional action and approval by the President is necessary in order to proceed forward with funding your proposed FY-2015 AIP project.

Proposed Project Schedule:

Our consideration of funding requires you to be in a ready position to receive the funds. To facilitate this, we request that you adhere to the project schedule that follows. We acknowledge that AIP grant 3-29-0022-036 already addresses design services for this work. Note that NLT is an abbreviation for "No Later Than".

Submit Engineer's Design Report w/cost estimate update	NLT 10/30/14
Submit Construction Safety and Phasing Plan (CSPP)	NLT 11/15/14
Submit 90% Plans and Specifications	NLT 1/30/15
Submit Final Plans and Specifications and Final Engineer's Estimate	NLT 3/1/15
Submit Construction Services agreement and support documentation.....	NLT 4/1/15
Receive Bids.....	NLT 4/15/15
Submit Grant Application based on defined project costs.....	NLT 5/1/15

Please contact my office immediately if you find that you are unable to meet this schedule.

Required Actions:

Upon receipt of this letter, please initiate the following actions to limit unnecessary delays later in the project:

- a) Review your estimate of probable project costs (administrative, design, construction, etc.). Contact our office immediately if you discover that a revised estimate results in a significant different required Federal share.
- b) Initiate actions that require long lead times (e.g. P&S preparation, DBE program status, etc.)
- c) Evaluate your progress in meeting your overall three-year DBE program goal.
 - To ensure that your DBE program continues to be narrowly tailored, you must adjust your use of contract goals in accordance with 49 CFR Part 26.51(f).
 - Note that the FY-2015 is the scheduled year for primary non-hub airports to update their 3-year overall DBE program goal.
 - Contact Patricia Wright at (310) 725-3955 for any questions regarding your DBE program.
- d) Review attachment A to this letter for additional information, limitations, and requirements.

We request that you proceed as necessary to meet the noted project milestones. Failure to meet these dates could jeopardize the inclusion of your project in the upcoming FY 2015 AIP program.

Sincerely,

Mike Rottinghaus, P.E.
Engineering Team Lead

Attachment:

Attachment A

AIP Limitations:

Please be advised of the following limitations:

- The work description noted herein above represents the limits of the approved project. Please **refrain from adding** work elements not approved for AIP funding. Adding unapproved work elements to the projects can jeopardize funding for your project.
- The AIP allows reimbursement of preliminary eligible expenses for work associated with projects ultimately placed in a Grant (e.g. preliminary expenses, design costs and administration costs). To remain eligible, such expenses must be necessary and reasonable. Please contact me if you have questions regarding AIP eligibility of preliminary expenses.
- Design work performed prior to receipt of a Grant must conform to all applicable AIP standards. Design effort for elements that do not meet AIP requirements is ineligible for AIP participation. We encourage you to coordinate with our office to limit any misunderstandings.

Actual Grant Value vs Project Initiation Value

To ensure an efficient distribution of limited AIP funds, we strive to issue all grants based upon well-defined project costs. We will not establish the actual value of any proposed grant offer until you substantially define all costs related to the project (i.e. receive bids and establish construction services agreement).

Construction Services Agreement:

To remain eligible under the Airport Improvement Program (AIP), your establishment of a consultant agreement for construction services must comply with FAA Advisory Circular 150/5100-14d and Federal Regulation 49 CFR part 18.36. To limit misunderstandings of work, I request that you coordinate your Scope or Work for construction services with my office prior to entering into negotiations with the consultant.

After obtaining an acceptable Scope of work, you must obtain an independent fee estimate **prior** to entering into negotiations with the consultant. Both the independent estimate and the consultant's proposal should include an itemized breakout of costs per task that shows direct labor hours, overhead, profit markup and direct expenses. You must negotiate profit as a separate element of price.

After you have completed your negotiations and reached a fair and reasonable fee, please submit the following for FAA review:

1. Copy of complete agreement
2. Sponsor certification of Consultant selection
3. Fee analysis
 - Include copy of independent fee estimate (signed and dated by preparer)
4. Record of negotiations.

Construction Safety Phasing Plan

This project will require the preparation and submittal of a Construction Safety and Phasing Plan that conforms to AC 150/5370-2. Please note that the purpose of a CSPP is not simply to establish contractor requirements (i.e. a specification or a drawing). CSPPs constitute an operational strategy that addresses all safety aspects of the project. To limit unnecessary delays in your project schedule, please strive to submit your CSPP early in the design phase. This should occur at about the same time you submit your engineer's report.

FAA Safety Risk Management (SRM)

Although FAA Airports Office does not currently require a Safety Risk Management assessment for non-hub primary airports, the nature of this particular work may result in FAA ATO conducting a SRM assessment. If FAA ATO deems it necessary, a SRM panel may be necessary. Such a panel will require your involvement as well as your consultant.

FAA Owned Equipment

We acknowledge that a FAA Reimbursable Agreement is already in place for lowering of the VASI cables in the work area. Please immediately contact me if you discover that the project will physically impact other FAA equipment or FAA underground cables.

AGIS

The FAA Office of Airports has issued a policy memorandum entitled "Airports Geographic Information System (Airports GIS) Transition Policy" (8/23/12) that addresses when airport owners must use AGIS to acquire and submit aeronautical data. Primary Non-hub airports must now collect as-built survey data and upload this information into the FAA AGIS system. Because this project represents one phase of several phases to widen and extend runway 13/31, I am receptive to delaying this submittal until the end state for Runway 13-31 is attained.

Additional Information

We acknowledge that this improvement will be accomplished in conjunction with a similar improvement to taxiway Bravo. Because of the dissimilar types of funds that will apply to each project, we request that you address the bid items for the runway project work in a separate bid schedule from that of the taxiway improvement.

You may access forms and detailed information regarding the Grant process at the FAA Central Region Airports Division web site: <http://www.faa.gov/airports/central/>. The link "AIP Sponsor Guide" provides supplemental guidance regarding participation in the AIP program.