



Agenda Date: 7/19/2005  
Agenda Placement: 6H

## NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

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**TO:** Board of Supervisors  
**FROM:** Michael Stoltz for Robert Peterson - Director  
Airport  
**REPORT BY:** Erica Ahmann, Associate Civil Engineer, 259-8369  
**SUBJECT:** Napa County Airport Apron Rehabilitation Phase I and Taxiway Development - Construction  
Contract Award

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### **RECOMMENDATION**

Director of Public Works/Aviation requests the following actions relating to the 5-year Airport Capital Improvement Program:

1. Award of the contract for the "Napa County Airport Apron Rehabilitation Phase I and Taxiway Development Area Project," PW 05-01, to Ghilotti Bros., Inc. of San Rafael, California, for their low base bid of \$2,258,448 and authorization for the Chair to sign the construction contract; and
2. Approval of Budget Transfer No. 2 appropriating \$585,156 in the Airport Capital Improvement budget with offsetting revenues from the Federal Aviation Administration (FAA), State and the Airport Enterprise Fund for Apron Rehabilitation and the Taxiway Development Area Project at the Napa County Airport. (4/5 vote required)

### **EXECUTIVE SUMMARY**

On April 26, 2005 the Board of Supervisors authorized Public Works to solicit bids for the Construction of the "Napa County Airport Apron Rehabilitation Phase I and Taxiway Development Area Project," PW 05-01. Bids were opened June 2, 2005 and staff now requests the contract be awarded to the qualified lowest bidder Ghilotti Bros., Inc. of San Rafael, California, for their bid in the amount of \$2,258,448. The approved fiscal year 2005-06 budget has appropriated \$2,157,000 for this project. The project's new estimate is \$2,742,156. Approval of Budget Transfer No. 2 will appropriate the additional \$585,156 of funds necessary for the total project.

### **FISCAL IMPACT**

Is there a Fiscal Impact?            Yes  
Is it currently budgeted?            Yes

Where is it budgeted?	Airport
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	The Federal Aviation Administration (FAA) has submitted a letter to the County concurring with staff's recommendation to award the contract. The grant will fund 95% of the eligible items on the project; which is approximately \$2,231,098. An additional \$286,739 from the fund balance is required to move forward on these improvements. The Fund Balance at the beginning of this fiscal year is estimated at \$1.8 million. This action will cause the Fund Balance to decrease to approximately \$1.5 million. These projects will enhance services provided by the Airport to its customers.
Is the general fund affected?	No
Future fiscal impact:	Construction of this project is expected during the summer of 2005. Construction expenses will occur in Fiscal Year 2005/2006.
Consequences if not approved:	The project will not be completed and the County Airport will forfeit the FAA grant funding.
Additional Information:	The estimated total project cost is \$2,742,156. \$2,348,524 are FAA eligible costs; of which \$2,231,098 shall be funded by the FAA, \$105,684 by California Division of Aeronautics, and \$11,742 by the Airport Enterprise Fund. An additional \$393,632 of the project is not eligible for FAA funding and will be funded by the Airport Enterprise Fund.

## **ENVIRONMENTAL IMPACT**

### **Reconstruction of Tie Down Area and T-Hangar Taxiways Project (Apron Rehabilitation Phase I):**

**Categorical Exemption Class 1:** It has been determined that this type of project does not have a significant effect on the environment and is exempt from the California Environmental Quality Act. [See Class 1 ("Existing Facilities") which may be found in the guidelines for the implementation of the California Environmental Quality Act at 14 CCR §15301; see also Napa County's Local Procedures for Implementing the California Environmental Quality Act, Appendix B.]

### **Taxiway "J" Development Area:**

**Categorical Exemption Class 4:** It has been determined that this type of project does not have a significant effect on the environment and is exempt from the California Environmental Quality Act. The project will not impact an environmental resource of hazardous or critical concern, has no cumulative impact, there is no reasonable possibility that the activity will have significant effect on the environment due to unusual circumstances, will not result in damage to scenic resources, is not located on a list of hazardous waste sites, cause substantial adverse change in the significance of a historical resource or extract groundwater in excess of the Phase 1 groundwater extraction standards as set by the Department of Public Works. [See Class 4 ("Minor Alterations to Land") which may be found in the guidelines for the implementation of the California Environmental Quality Act at 14 CCR §15304; see also Napa County's Local Procedures for Implementing the California Environmental Quality Act, Appendix B.]

**BACKGROUND AND DISCUSSION**

The FAA changed the grant award process this year and as a result the Airport Sponsor (Napa County) had to design the projects and open bids prior to receiving a grant award from the FAA. The new grant award process was implemented in order to award grants based on the actual bid award instead of issuing grants based on estimates. In addition, the new process ensures that the projects are built and the grant funds expended within 4 years. The FAA reviews the projected 5-year Airport Improvement Program (AIP) twice a year and after review, the FAA notifies the Sponsor which project(s) in the AIP program will be included in the FAA budget for the next fiscal year.

The FAA tentatively allocated \$2,100,000 for the the following projects after reviewing the Napa County's 5-year AIP program submittal for 2005:

- | Reconstruction of Tie Down Area and T-Hangar Taxiways Project (Apron Rehabilitation Phase I)
- | Construct Taxiway "J" Development Area

The Apron project entails the rehabilitation of apron and taxiways around existing County owned and leased aircraft hangars. The reconstruction of the entire apron will take place in five phases. Phase I was prioritized according to the 2003 Pavement Management Plan and includes areas that are not eligible for FAA funding. The FAA initially agreed to only pay for the width of a taxiway (35 feet) along the hangars and would not pay for any construction up to the hangars (an additional 50 feet). However, the County and FAA reached a compromise and the only construction portion ineligible will be the pavement item. The rest of the construction items (i.e. grading, drainage, section fill, etc.) will be eligible for FAA reimbursement. Phases II through V of the apron rehabilitation are scheduled for completion by 2010.

The Taxiway "J" Development Area project entails the construction of two taxilanes and one access road to potential hangar development. The only utilities eligible for FAA reimbursement on this project will be water for fire hydrants, electrical for lighting, and storm drains for proper drainage. Staff determined that it would be economical to include the noneligible items (i.e. sewer and phone) at the same time of construction and assess the initial development costs to future lease holds.

Plans and specifications for the Napa County Airport Apron Rehabilitation Phase I and Taxiway Development Area Project were completed and the Board authorized solicitation of bids on April 26, 2005. The engineer's construction cost estimate was \$2,100,000.

Bids were opened June 2, 2005 with the following results:

<b>Contractor</b>		<b>Base Bid</b>
Ghilotti Bros., Inc.	of San Rafael	\$2,258,448
North Bay Construction	of Petaluma	\$2,329,351
Bay Cities Paving and Grading	of Concord	\$2,840,506
Ghilotti Construction	of Santa Rosa	\$2,948,568
J.A. Gonsalves and Sons	of Napa	\$4,765,178

The lowest qualified bidder is Ghilotti Bros., Inc. of San Rafael California with a bid of \$2,258,448. The Department of Public Works recommends award of the Construction Contract to Ghilotti Bros., Inc.

The low bid came in 6% higher than the FAA grant originally allocated to Napa County. However, the FAA has

concurrent with staff recommendations and has increased the federal funding share to \$2,231,098. The total project cost will be approximately \$2,742,156. The noneligible cost for the Apron is approximately \$217,907 and the Taxiway Development Area utilities is approximately \$175,725 for a total of \$393,632.

Budget Transfer No. 2 will increase the appropriations for AIP 20 in the amount of \$585,156 for the new total project cost of \$2,742,156. The Budget Transfer reflects the amount that is anticipated from the FAA for the federal grant funding share originally expected to be at 90% that has been increased to 95%. It also reflects the additional Airport Fund Balance transfer necessary to finance noneligible FAA projects.

### **SUPPORTING DOCUMENTS**

None

CEO Recommendation: Approve

Reviewed By: Andrew Carey