



Legislation Details (With Text)

File #: ID17-914 **Version:** 1 **Name:**

Type: Action Item **Status:** Passed

File created: 6/14/2017 **In control:** City Council

On agenda: 7/20/2017 **Final action:** 7/20/2017

Title: Approve a consultant services agreement with CSHQA, Inc., to provide professional architectural and engineering consulting services for a new Terminal Concourse Passenger Boarding Bridge and rehabilitation of the Gate 6 & 8 Hold Room at Fresno Yosemite International Airport in an amount not to exceed \$110,017.79 (Council District 4)

Sponsors: Airports Department

Indexes:

Code sections:

Attachments: 1. 06-29-17 CSHQA Gate 8 PBB and Hold Room Agreement.pdf, 2. 06-29-17 CSHQA Gate 8 PBB and Hold Room Site Map.pdf

Date	Ver.	Action By	Action	Result
7/20/2017	1	City Council	approved	Pass

REPORT TO THE CITY COUNCIL

July 20, 2017

FROM: KEVIN R. MEIKLE, Director of Aviation
Airports Department

SUBJECT

Approve a consultant services agreement with CSHQA, Inc., to provide professional architectural and engineering consulting services for a new Terminal Concourse Passenger Boarding Bridge and rehabilitation of the Gate 6 & 8 Hold Room at Fresno Yosemite International Airport in an amount not to exceed \$110,017.79 (Council District 4)

RECOMMENDATION

Staff recommends Council authorize the Director of Aviation to execute a consultant agreement with CSHQA, Inc., to provide design and related engineering services for a new Passenger Boarding Bridge (PBB) at Gate 8 and rehabilitation of the Gate 6 & 8 Hold Room (Project) at Fresno Yosemite International Airport (FAT) in an amount not to exceed \$110,017.79.

EXECUTIVE SUMMARY

In response to the airlines ongoing transition to larger aircraft, the demand for direct PBB access to aircraft has grown. FAT utilizes PBB's at the six passenger gates on the upper level and none on the lower level. The Project will provide a ground-level PBB at lower level Gate 8 and remodel the associated interior passenger boarding area, commonly referred to as a Hold Room.

The PBB will provide a secure, weather protected, fully enclosed and air conditioned passenger boarding process, and will be able to accommodate up to 180-seat aircraft such as a Boeing 737 or Airbus A320. Modifications to the Hold Room will create an open and more efficient operating environment.

BACKGROUND

FAT can accommodate a range of aircraft size, both from PBB's and via ground-loading, which is necessary at regional airports such as FAT. Once the Project is completed, FAT will still have ground loading capabilities to accommodate smaller aircraft and off-schedule arrivals and departures.

The new PBB will enable Gate 8 to be used by the full range of aircraft currently serving FAT while providing passengers and carriers with a level of service comparable to that experienced on other gates at FAT. In addition to providing a secure and convenient boarding process, PBB's provide direct power to the aircraft, which eliminates the need to run onboard fuel-driven power.

The elements involved with designing and specifying a PBB are of a specific technical nature and beyond the capabilities of staff to perform, thereby requiring the enlistment of a professional architectural and engineering firm specializing in airport work. Design criteria used are based on Federal Aviation Administration (FAA) guidance and aircraft manufacturer data, and include wing-tip clearances, push-back pathways, clear zones, staging of airline equipment and fuel trucks, etc.

Through a competitive Request for Qualifications (RFQ) process the Department invited architectural firms that could provide comprehensive full-service planning, design, construction document preparation, bidding support and construction administration to submit Statements of Qualifications. The Department issued a public notice in The Business Journal, on the Airport Consultants Council website, and on the Airport's website for qualified firms. The Department also direct mailed the RFQ to all local members of the American Institute of Architects and other interested firms. Three professional consulting firms responded to the RFQ and their qualifications were evaluated by a committee of six in accordance with the provisions of the RFQ and FAA regulations. The firms were rated based on the evaluations and all three firms were selected for future service. Of those three firms, it has been determined by the Department that CSHQA is most qualified to perform the Project.

The agreement has been reviewed and approved as to form by the City Attorney's office.

ENVIRONMENTAL FINDINGS

This is not a "project" pursuant to CEQA Guidelines Section 15378.

LOCAL PREFERENCE

Local preference is not applicable to this Project pursuant to Fresno Municipal Code 4-109(b).

FISCAL IMPACT

The Project is part of Airports ongoing commitment to ensure FAT is operationally ready and is properly positioned for local and regional growth. The Project is included in the Airports FY17 and FY18 budget. There is no impact to the General Fund from this action.

Attachments:

- Agreement
- Site Map