

TOWN COUNCIL STAFF REPORT

Title: Amend Supplemental Services Agreement No. 25 with Brandley Engineering, Inc. for Design of ARFF/Snow Removal Equipment Facility at Mammoth Yosemite Airport.

Meeting Date: February 16, 2022

Prepared by: Sierra Shultz, Deputy Airport Manager

RECOMMENDATION:

Staff recommends that Town Council approve the amendments of Supplemental Service Agreement No. 25 with Brandley Engineering, Inc. for the building portion of the Design of the ARFF/Snow Removal Equipment Facility at Mammoth Yosemite Airport (MMH).

BACKGROUND:

On October 6, 2021, Town Council authorized Supplemental Agreements No. 25 and 26 for Brandley Engineering, Inc. to provide design services for the ARFF/Snow Removal Equipment Facility. At that time, the Town planned to use a design-build process to deliver the building portion of the project. The design-build process included preparation of conceptual plans, request for qualifications, creating a shortlist of design-build teams, requesting proposals for design and construction from the shortlist, and then selection of a design-build team. Then the selected design-build team delivers the full design and construction. However, staff identified potential issues with a design-build process and after further discussions with the Federal Aviation Administration (FAA), staff recommends that the project use a classic design-bid-build process.

Design-build (DB) delivery method has many benefits; however, staff decided that a classic design-bid-build approach would be better for the proposed project. With a DB method, the design and the construction would have both been included in the federal FY 2022 Airport Improvement Program (AIP) grant cycle. With a design-bid-build (DBB) process, design will occur in 2022 using FY 2022 AIP grant funding and construction will happen in 2023 using FY 2023 AIP grant funding. This means that the Town can access and secure a larger amount of funding for the project.

Another reason why staff is recommending a switch from design-build to design-bid-build is because FAA Advisory Circular 150/5100-14E states that under 49 U.S.C §47142 at least three or more bids must be submitted for a Design-Build Project Delivery method. This would run the risk of receiving less than three proposals and not being able to move forward with the project.

ANALYSIS:

Supplemental Service Agreement (SSA) No. 25 between the Town and Brandley includes the building portion of the project including the architecture design of the building,

foundation structural engineering, sewer, water, electrical, and gas. Supplemental Service Agreement No. 26 includes the site work portion of the project, including site grading, paving of access roads, vehicle parking and apron, drainage, pavement design, fencing, and utility coordination. There are two separate agreements because there are different types of procurement required for each portion of the comprehensive project, so the building and site work will be bid separately.

Below is a breakdown of the proposed amendment for SSA No. 25 - Building.

Original Scope of Work	Original \$	New Scope of Work	New \$	Reason for Change
Preliminary Engineering, Project Scoping, Justification Report	\$16,000	Preliminary Engineering, Project Scoping, Justification Report	\$16,000	No Change
15% Architectural Bridging Documents, Plans, Specifications, Reports	\$120,000	Preparation of Architectural Schematic Design/Design Development	\$121,000	This task, along with the one below, were reformatted to fit a DBB delivery method.
Design/Build Bidding and Award	\$21,000	Construction Documents	\$189,000	↑
Support During Bidding and Award	\$29,000	Support During Bidding and Award	\$20,000	Reduction because DB had a two-step RFQ & RFP process, but DBB only has one step bid process
Original Total	\$186,000	New Total	\$346,000	With DB much of the 100% design cost would have landed on the DB consultant/contractor, however with DBB Brandley will be completing the 100% design

Staff has analyzed the above scope of work changes and has completed an Independent Fee Estimate for the building, determining that the proposed scope of work is appropriate, and the costs compare to similar projects.

FINANCIAL CONSIDERATIONS:

The Town proposes to pay for the proposed work with Airport Improvement Program (AIP) Entitlement money and local Airport Capital Improvement money. The Town has sufficient AIP entitlement funding to cover the proposed amendments.

ENVIRONMENTAL CONSIDERATIONS:

An Environmental Impact Report (EIR) was completed and certified at the Town Council meeting on October 6, 2021 to fulfill California Environmental Quality Act (CEQA) requirements. An Environmental Assessment (EA) was completed and approved by the FAA on November 15, 2021 to fulfill National Environmental Policy Act (NEPA) requirements.

ATTACHMENTS:

Brandley Amendment Proposal – SSA 25 – Building
Site Layout Sketch