



**City of Venice
City Manager's Report
Agenda Item Request**

DATE: May 30, 2014

TO: Edward Lavallee, City Manager

FROM: Christopher Rozansky, C. M., Airport Administrator *CR*

SUBJECT: Approval to submit an Application for Federal Assistance to the FAA and accept a grant offer of up to \$4,759,145 to Design Runway 13-31 Runway Protection Zone Improvements and/or Construct Taxiway A and C Rehabilitation

Runway 13-31 Runway Protection Zone (RPZ) Improvements:

The Runway 13-31 RPZ extends over 24 single family homes northwest of Venice Municipal Airport (Airport). The approved Airport Layout Plan depicts improvements to relocate the RPZ onto the Airport to the extent practicable. In accordance with federal requirements, a Focused Environmental Assessment (EA) has been prepared. The City must receive Federal Aviation Administration (FAA) approval of the EA before design may begin, but the grant application deadline is June 2014.

The scope of work includes: shifting Runway 13-31 727-feet southeast and maintaining 5,000-feet available for takeoff and landing; development of an Engineered Materials Arresting System (EMAS); rehabilitation and extension of Taxiway D; realignment of connector Taxiway B; new LED lighting; replacement of perimeter fencing adjacent to the golf course; an obstruction survey and removal; a landscaped berm near Airport Ave. and Harbor Dr.; and services to develop avigation easements or acquire two homes (if required). A project exhibit is contained on Page 22 of the grant application.

Staff has negotiated a work assignment with American Infrastructure Development, Inc. (AID), an engineer of record, for \$789,272 to design, permit and provide bidding services for the project. An independent fee estimate was prepared in accordance with federal requirements that determined the scope of work would cost \$847,485. AID's proposed fee is \$58,213 (6.9 %) less and may be considered fair and reasonable by federal standards.

The project cost to date of \$949,272 is described in detail on Page 9 of the grant application. \$842,071 is expected to be eligible for federal financial assistance, up to \$64,511 would be eligible from the state and the remaining \$42,690 would be paid by the Airport Fund.

Taxiways A and C Rehabilitation:

Taxiways A and C have deteriorated and reached the end of their useful life. A 2011 Florida Department of Transportation (FDOT) pavement inspection resulted in pavement condition index ratings from 51/100 (Poor) to 59/100 (Fair).

The City executed a Joint Participation Agreement (JPA) with the FDOT on January 27, 2014 to reimburse the City for 80% of the cost to design the rehabilitation of both taxiways. The City subsequently executed a contract with American Infrastructure Development, Inc. (AID), an engineer of record, for \$346,995 on February 11, 2014 to design, permit and bid the project.

The scope of work includes: reconstruction and realignment of the taxiways in accordance with current FAA design criteria; new LED taxiway edge lights; and drainage improvements as shown in the exhibit on Page 21 of the grant application. The specifications require recycling the existing asphalt for use as the underlying base course. Using this technique is estimated to save approximately \$200,000, reduce construction time by up to 40%, eliminate the need for 15,000 tons of lime rock and prevent 1,500 trucks from driving on city roads.

The Purchasing Department solicited sealed bids for the construction of this project (ITB #2984-14). Two bids were opened on May 28, 2014. Owen Ames Kimball Company is a responsive and responsible bidder with the lowest quoted bid of \$3,977,599.25 (Determined by the total of Bid Schedules A and B and Alternate 1) as shown in the bid tabulation on Pages 16-20 of the grant application.

Staff has negotiated an amendment to the work assignment for design with AID for \$334,704 to provide construction administration and inspection services. An independent fee estimate was prepared in accordance with federal requirements that determined the scope of work would cost \$354,610. AID's proposed fee is \$19,906 (5.6 %) less and may be considered fair and reasonable by federal standards.

The total project cost of \$4,312,304 is described in detail on Page 9 of the grant application. \$3,881,074 is expected to be eligible for federal financial assistance, up to \$215,615 would be eligible from the state and the remaining \$215,615 would be paid by the Airport Fund.

To maximize the potential for federal and state grant assistance, the Taxiway A and C Rehabilitation project was separated into Schedule A (Taxiway A) and Schedule B (Taxiway C).

FAA Grant Application:

The FAA provides financial grant assistance up to 90% of the cost of eligible airport improvements and allocates construction grants based on bids. The FDOT offers matching grant funds up to 5% of eligible project costs and the Airport Fund will be responsible for the remainder. The FDOT may also offer a grant for up to 80% of the cost of items not eligible for FAA funding.

If a grant is awarded for one or both projects, contracts would be presented to City Council for consideration at a later date. Work would likely begin in September 2014.

Requested Action:

Staff requests approval to submit an Application for Federal Assistance to the FAA and accept a grant offer of up to \$4,759,145 to Design Runway 13-31 Runway Protection Zone Improvements and/or Construct Taxiway A and C Rehabilitation.

Funds Availability:

\$6.45 million is currently budgeted in account 401-9732-542.63-00 for the Runway 13-31 RPZ Improvements (CIP #AP0010) and Taxiways A and C Rehabilitation (CIP #AP0012).

Attachments:

Application for Federal Assistance