Bob Hope Airport Overview

- 3.8 million passengers in 2013
- Ranks 67th in North America; 167th in World
- Seven air carriers – Alaska, Delta, JetBlue, SeaPort, Southwest, United, US Airways
- 68 average daily departures
- Has 2 out of 11 active air carrier runways in Los Angeles, Ventura, San Bernardino Counties
Doing Business at Burbank Bob Hope Airport

• Register at Planet Bids -- All vendors interested in contracting opportunities at the Authority are encouraged to register and maintain their profile in the Authority’s database by visiting


• There is no cost to register.
Business Opportunities at Bob Hope Airport: PB System™

The Bob Hope Airport utilizes PB System™, a fully automated web-based vendor and bid management system. The system simplifies engaging in business activity with the Airport Authority by providing a searchable online database of current bid opportunities in an easy to use, secure and reliable environment.

Vendors will find that the key features and benefits of PB System™ include the ability to:

* View solicitations including documents, addenda, drawings, bid results, and contract awards online.
* Register as a vendor and manage your profile online. (available to subcontractors, suppliers, plan rooms, etc.)
* Receive automatic e-mail notification of bid opportunities based on category code selections made during registration.
* Download documents at no charge (requires registration) resulting in inclusion on the “Prospective Bidders” list for the project.
* As a Prospective Bidder, submit questions in the bid management system and receive automatic e-mail notification when responses or addenda are issued.
* Submit bids electronically (hardcopy of bids or proposals may also be required).

Registration

Only vendors that are registered will be eligible to do business with the Airport Authority. Simply click here to begin the registration process. Once you have successfully completed the registration process, you may immediately select the bid opportunities to view active, closed, and awarded bids.

The e-mail notification feature of the PB System™ system is driven by the Buyer’s selection of need-specific category codes. Therefore, during the registration process you will be asked to select category codes and are encouraged to choose all codes (20 maximum) that fully reflect your services and/or merchandise for sale.

It is also advisable that you include in your vendor profile the e-mail address for an alternate contact who will receive the Airport Authority’s e-mail notifications. Following registration completion, you will receive an e-mail confirmation. You may wish to save or print this e-mail since it contains your username and password. If you do not receive this confirmation, it may have been delivered to your junk e-mail file due to firewall settings.

Forgot Username and/or Password?

After registering, if you misplace your username or password, click on “Forgot Password” at the PB System™ log in page and enter your e-mail address. Your username and password will be e-mailed to you.

How to Obtain Bids
Bob Hope Airport VENDOR PORTAL

New Vendor Registration
Create a new vendor record. If you wish to view or edit an existing vendor, simply Log In with your User Name and Password.

Bid Opportunities
Search for bid opportunities with this agency, download documents, become a prospective bidder, and electronically bid on projects.

My Contracts
Manage your awarded contracts, record payments, add subcontractors, produce reports and charts.

Certified Vendors
Find Certified Vendors

Contracts
View public information regarding agency contracts.

News & Events
News and current events in the world of this agency.
Near Term Projects

- Roofing Consultant
- 2015 Runway/EMAS Rehabilitation
Long Term Projects

• 14-Gate Replacement Terminal and Opportunity Site Development
REPLACEMENT TERMINAL

• Replace an 84-year-old building with a safe, modern 14-gate terminal that meets current earthquake design standards and FAA standards for distance from the runways

• Provide the same conveniences and easy access that Burbank residents and air travelers now enjoy

• Provide additional amenities which the public have identified and are typically available in a modern airport terminal
Preliminary Terminal Concept Site Plan
• Existing Terminal
  – 14 Gates
  – 6,631 Parking Spaces
  – 210,599 SF
  • Excludes Apron Space Uses

• Replacement Terminal Size
  – 14 Gates
  – 6,631 Parking Spaces
  – 355,102 SF

• Net Increase = 144,503 SF (68.6% increase)
B-6 PROPERTY DEVELOPMENT

PRELIMINARY CONCEPT SKETCH PLAN

Key Plan
Legend
1. Central Green w/ Stormwater Strategy
2. Creative Class-A Office
3. Mixed-Use Liner
4. Pedestrian Oriented Street
5. Class B Office
6. Multi-Tenant Flex
7. Hotel + Conference Center
8. Signature Office Tower
9. Boutique Hotel
10. Gourmet Market & Eatery
11. New Central Utility Plant

BOB HOPE AIRPORT - OPPORTUNITY SITE CONCEPT STUDY
B-6 PROPERTY DEVELOPMENT

VIEW FROM N. SAN FERNANDO BLVD
BURBANK AIRPORT’S ROLE: THE FUTURE

TRANSPORTATION HUB

OPPORTUNITY SITE “INNOVATION HUB”
Replacement Terminal and Opportunity Site Development

- Currently in EIR preparation stage
- Needs entitlement vote of Burbank to move forward
- Future opportunity for NEPA analysis, PM/CM, design team
- PM/CM potential selection 2015-2016
- Design effort selection 2018
RITC – OPEN FOR BUSINESS
RITC – OPEN FOR BUSINESS
RITC – OPEN FOR BUSINESS
YESTERDAY
NEXT: BRIDGE TO RAIL STATION
Lessons Learned

Safety Works

1. Project used Owner Controlled Insurance Program ("OCIP")

2. Full-time Safety Coordinator required for PM/CM and for Contractor when more than 50 employees on site

3. Everyone empowered to “stop the job” if something unsafe is observed
Lessons Learned

Safety Works

4. Everyone (owner, architect, PM/CM, Contractors) committed to safe practices

5. Result = NO lost time accidents
Project Summary

1. Statistics
   a. Square feet in RITC: 508,000 sf
   b. Square feet in Replacement Parking Structure: 355,000 sf
   c. Square feet in Elevated Walkway: 36,000 sf
   d. Construction Cost of RITC: $65.5 Million
   e. Construction Cost of Transit Center: $2 million
   f. Construction Cost of Elevated Walkway: $14.5 Million
   g. Construction Cost of Replacement Parking Structure: $8.4 Million
Project Summary

1. Statistics
   
h. Total cost (Hard plus Soft Costs): $120 million
   
i. Cubic yards of concrete in RITC: 18,000 cu yards
   
j. Cubic yards in Replacement Parking Structure: 13,150 cu yards
   
k. Cubic yards of concrete in Elevated Walkway: 5,500 cu yards
   
l. Tons of structural steel in RITC: 2,000 tons
   
m. Tons of structural steel in Elevated Walkway: 1,500 tons
Project Summary

2. Contractors
   a. RITC: McCarthy
   b. Replacement Parking Structure: Bomel
Project Summary

3. Percentage of design/construction costs due to RITC MCE design (i.e. isolators and attachments, Metraflex connections, number and type of H piles including driven lengths, extra concrete)

a. $12 Million (about 10% of total soft plus hard cost)
   i. Purchase of Isolators $4 Million
   ii. Installation of Isolators $1 Million
   iii. H-Pile Cost (HP 12 X 53 X 70’) $3 Million
   iv. Metraflex Connections $0.5 Million
   v. All other joints $1 Million
   vi. Extra concrete & Reinforcements $0.5 Million
   vii. Design/Construction Management $2.0 Million
4. Amount of drawing submittals:
   767 Submittal Packages

5. Amount of RFIs during bid:
   a. First Bid Package 915
   b. Second Bid Package 393
   c. Amount of RIFs during construction: 1,137
   d. Amount of Change Proposal Requests: 27
      executed change orders made up with multiple small change orders
   e. Amount of Field Instructions: 217
General Design Concerns

1. Don’t mix delivery methods
   a. Entire RITC project originally had a design-bid-build steel structure – no replacement parking structure
   b. First bid cycle had construction bid alone in excess of $150 Million for four story structure with $100 Million budget
   c. Redesign removed one floor, relocated public parking to separate contract for design-build replacement parking structure, and allowed RITC bidders to bid on design-bid-build steel structure, or design-build concrete structure with design-bid-build architectural, mechanical, and electrical systems
General Design Concerns

1. Don’t mix delivery methods
   d. Hybrid of design-build and design-bid-build options came in low bid at $82 Million
   e. Much finger pointing between RITC Contractor, Owner and Architect over what is and is not Contractor obligation under the hybrid delivery method
   f. Pick one – design-build or design-bid-build – as the primary delivery method
   g. Design-bid-build can and routinely does have design-build components, but they must be clearly designated as deferred submittals on the design drawings
General Design Concerns

2. Clarify deferred submittals
   a. City of Burbank treated fueling system, washing system, lubrication system, and certain other systems as deferred submittals – Contractor viewed them as design-bid-build and RITC Contractor role as installer only

3. Clarify what is Contractor-designed, and what is owner design responsibility
   a. Don’t “assume” Contractor will fill in the blanks where drawings do not specify materials, routing, appearance, color, finish, etc.
General Design Concerns

4. You only get what you ask for, you don’t get what you don’t ask for
   a. No clear specification equals change orders (true in design-build and design-bid-build)

5. General Notes should be General
   a. Only one set of General Notes that all disciplines and trades use
   b. Specific trade notes for each section of the drawings, but not duplicative of the single set of General Notes
General Design Concerns

6. Working with a difficult Client
   a. Don’t be afraid to challenge the Client
   b. Develop a mechanism to track Client requests and input
   c. Resolve to completion all Client requests – either accept or reject, but do not ignore
   d. Sometimes, but not always, the Client might be right
Specific Project Issues

1. Driven Steel H Piling
   a. Require load tests early on, before ordering production piling
   b. Do not rely exclusively on Pile Dynamic Analysis or other theoretical methods of determining actual pile load capacity
Specific Project Issues

2. Pile Caps
   a. Set pile cap elevations at least four feet below finished grade, to provide clearance for underground utilities
Specific Project Issues

3. Seismic Isolation/Design for operational status after MCE earthquake
   a. Ads about 10% to cost of project, but provides the equivalent of “earthquake insurance” where such coverage is not otherwise obtainable
   b. Need to account for large movement – 5 feet between independent isolated structures
Specific Project Issues

3. Seismic Isolation/Design for operational status after MCE earthquake
   c. Grouted embed plates for connection of triple-friction pendulum isolators were an effective solution
   d. Need to pay attention to utility connections passing through the plane of isolation
   e. Less costly to minimize utility crossings and reproduce piping above and below the plane of isolation (we had about 40 crossings)
Specific Project Issues

3. Seismic Isolation/Design for operational status after MCE earthquake
   
f. Concentrate crossings at as few locations as possible – ideally single crossing for power, data, gas, sewer, fuel, storm, potable water, recycled water, vents, etc.

   g. Isolate locations of crossings from other non-isolated piping that moves with the structure, to avoid conflict and redesign
Specific Project Issues

3. Seismic Isolation/Design for operational status after MCE earthquake
   
h. Concentrate detailing of plates that cross between buildings
   
i. Specify strength, deflection, and plate-to-plate tolerance for plates
   
ii. Plates should be designed to interlock together to avoid height differences and lips between plates
Specific Project Issues

4. Pre-Engineered Buildings attached to design-bid-build structures
   a. Clarify Contractor responsibility for coordination of deferred submittal details for connection of, and transfer of loads from Pre-Engineered Building to design-bid-build structure
   b. Recommend Pre-Engineered Buildings in a design-build setting only, to avoid finger pointing
Specific Project Issues

5. Moving Walks/Escalators
   a. Provide ventilation of motors
   b. Don’t believe manufacturer’s dimensions for pits and clearances (best to source inspect before shipping if possible to verify)
Funding for Intermodal Projects

1. Funding from Taxable Bonds, Customer Facility Charge, Passenger Facility Charges, FTA grants, Metro Measure R funding, Airport Authority
   a. FAA/FTA/Measure R have different rules where funding can be used
      i. PFC cannot be used for rail/bus passengers
      ii. FTA cannot be used for airport improvements, but were approved for off-site and on-site transit improvements (pedestrian crossing, street improvements, bus transit improvements)
      iii. Measure R provided match for FTA funding