

Background

The Port of Oakland (Port) is seeking proposals from qualified consultant teams to provide planning services associated with a Mixed-Use Terminal Area Alternative Site Analysis study at Oakland International Airport (OAK). The goal of the study is to determine the preferred mixed-use terminal area development alternative site(s) to meet the requirements for the projected international passenger demand in the mid-term and long-term. The study would include evaluation of alternative concepts that were developed by the Port staff.

The Port expects the team to allocate adequate staff resources to this project and should plan on an aggressive and expedited delivery schedule.

The Consultant Team

The Port is seeking a consultant team that has broad and extensive experience in planning large airport development programs both in the US and globally. The consultant team shall have a demonstrated record of expertise and accomplishments in the aviation industry for large-scale master planning and terminal planning at major commercial airports.

This RFP invites aviation experts, architects, designers, planners, and others to apply their visionary ideas that would eventually create a 21st Century, state-of-the-art mixed-use terminal facility at OAK. The team would be tasked to re-envision OAK to beyond 2035 by being bold and comprehensive, considering all aspects of an improved customer experience that would transform and modernize OAK for both domestic and international passengers, while balancing fiscal prudence and operational flexibility.

The team's approach would include evaluating and assessing potential sites by taking into consideration the airport's airfield, terminal areas, cargo area, parking areas, public transportation access, landside infrastructure, and other support/non-aeronautical facilities in order to address functionality as well as elevate the business opportunities and amenities. Consideration for variation in demand forecast and changing air carrier models will be included.

The Port is interested in a forward thinking approach that would advance the goals of attaining a 21st Century facility at OAK.

Study Areas

As part of the screening process of the alternative concepts, the Port staff has identified four potential terminal areas (See Map) that are to be considered for this study, and they include the following:

Area 1: This area includes Terminal 1 and the International Arrival Building (IAB). The concepts will allow the upgrading of the IAB and ticketing areas of Terminal 1.

Area 2: This area is mostly concentrated on the terminal areas (T1 and T2) with a focus on integrating the existing facilities and rearranging the layout to provide more amenities, concessions, ticketing area, and baggage claims areas.

Area 3: This area is generally located north of T1 and include the staff parking lot, UPS, airline cargo building, and the Oakland Maintenance Center (OMC). These sites are separate from the existing terminals and would include assessing all the needed amenities, concessions, CBP, and other terminal functions.

Area 4: This area includes the airfield area between Taxiway Sierra (S) and Taxiway Bravo (B) and expansion of T1 concourse. This would require realignment of the taxiways and the reconfiguration of the T1 gates to allow for full development of a mixed-use facility.

Concepts: Each Area includes a number of concepts that were developed by Port staff through internal Charrette workshops. The team will assess gate capacity for each concept and develop a set of growth and expansion scenarios to reflect the growth at OAK. The Port is open to various iterations of these as well as additional concepts for consideration.

Size: The area of each concept will be sized in accordance with the growth levels and site configurations.

Scope of Services

The evaluation and selection criteria of the concepts should take into consideration many technical parameters including but not limited to:

1. How the new facility may be built adjacent to and integrated with existing facilities. Evaluation of previous terminal area studies would be performed to facilitate the planning process.
2. How to assess the constructability of the proposed project.
3. How to integrate terminal functions to facilitate passenger movements to provide world-class customer service facilities, amenities, and revenue generation opportunities.
4. How it can serve as an adaptive re-use of existing facilities. It is the Port's goal to maximize reuse of existing facilities, including the existing International Arrival Building (IAB) which is planned to be upgraded to meet the most urgent near-term needs. The IAB Operability Improvement Project is a separate project that is expected to be completed in mid-2017.

The preferred concept site(s) identified in this study will be further studied in a subsequent Advanced Planning phase where the goal would be to:

1. Maximize and optimize the mid-term and long-term passenger facility needs of OAK.
2. Provide an affordable, feasible and attractive mixed-use facility with domestic passenger facility opportunities that create economic efficiencies and thus minimize financial risk.
3. Provide the Port with a broad range of ideas and options to develop and implement strategic and business plans to attract potential partners.
4. Explore ways to enhance revenue opportunities and capabilities and establish decision making parameters to guide the Port into the future.

The scope of services includes four primary tasks as follows:

Task 1 – Field Trip to Familiarize with the Proposed Sites and Facilities

With Port assistance, the consultant will conduct a field visit of the terminal areas to become familiar with the layouts and constraints that may interfere with the configuration of gates and terminal facilities. The Port staff will make available pertinent documents to the consultant team including the most recent aerial, ALP maps, other as-built CAD drawings, and previously prepared Master Plan and Terminal Planning documents.

Task 2 – Charrettes -Site Sketch Analysis

The consultant will work with Port staff to develop high level concepts for each of the Four Areas in a planning workshop. The consultant will facilitate and lead at least two charrette workshops, documenting inputs from the participants and preparing a detailed comparative report of the opportunities and constraints of each concept.

Task 3 – Concept Refinement

The consultant will then perform further analysis to organize the charrette ideas and refine the concepts for further comparative analysis and ranking. The final concepts will be evaluated to determine the most preferred site(s) and concept.

Task 4 – Documentation

The consultant will prepare a technical report to document the findings of the study. The report will include a narrative, graphics, and tables. The consultant will submit a draft report to the Port for review and comment. Following the incorporation of Port staff's comments, the consultant will issue a final report.

Product

The product of the study will include a technical report documenting a comparison of the development parameters of each concept.

Deliverables

The key deliverables are:

- PDF and CAD files of the Concepts developed at the Charrette.
- Electronic copy of the Draft Technical Report.
- Six hard copies of the Final Technical Report.
- PDF and CAD files for all completed files.

Schedule

The proposed scope is expected to be performed in an accelerated schedule and be completed within 100 days from Notice-to-Proceed.

Evaluation Criteria

The proposals will be rated utilizing a total score that represents 100 points of the final ranking.

- A. Technical Approach (40%)
- B. Consultant Firms Similar Project experience (40%)
- C. Project Management and Cost (20%)
- D. References (Pass/Fail)

The Port reserves the right to conduct multiple interviews or select the most qualified team.

Submittal Requirements

Please provide the following information in your submittal (letter format not exceeding Ten (10) pages in 12-point font):

- Overall Technical approach to the project as described in the scope of work above.
- Brief background description of the experience of the Project Manager and key personnel that will be used on this project.
- Recent relevant project experience during the last five years (maximum of five projects). This should include project name, project description, completion date, budgeted cost, and client agency contact.
- Proposed budget (itemized by tasks, hours, rates, and other direct costs) to complete the study as described above. Expenses associated with staff travel to Oakland from out of town will be approved in advance by the Port Project Manager.

Please send all inquiries to Carletta Starks at cstarks@portoakland.com no later than March 5, 2015, at 4:00PM. All pertinent questions will be responded to and answered in writing via email to all prospective proposers on March 9, 2015.

Proposals are due by **4: 00PM, March 18, 2015**. Please send all inquiries and proposal in PDF via email to:

Carletta L. Starks | Aviation Division

Aviation Project Coordinator

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Port of Oakland
Enterprise GIS Map

Depth Annotation

Fire Stations

Hospitals

Government Buildings

Schools

Railroads

Streets

Freeway

Freeway Ramp

Thoroughfare / Major Arterial

Residential Street

Terminal Cranes

Building Footprints

Terminal Boundaries

Wharves, Piers, Docks

Berths

Port Area Jurisdiction

Shoreline (Ordinary High Water)

Notes:
CONCEPT AREAS

PORT OF OAKLAND ENTERPRISE GIS

This map is a user-generated static output from an intranet map viewer, and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

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