

## AGENDA



Thursday, April 23, 2009

**Contract and Land Management  
RECOMMENDATION FOR COUNCIL ACTION**

**Item No. 20**

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**Subject:** Authorize negotiation and execution of a professional services agreement with CAMP DRESSER & MCKEE, INC., Austin, TX, for engineering services for Austin-Bergstrom International Airport Stormwater Drainage Master Plan Update in an amount not to exceed \$300,000.

**Amount and Source of Funding:** Funding is available in the Fiscal Year 2008-2009 Capital Budget of the Aviation Department.

**Fiscal Note:** A fiscal note is attached.

**For More Information:** David Smythe-Macaulay 974-7152; Rosie Truelove 974-3064; April Thedford 974-7141

**Purchasing Language:** Best qualification statement of fourteen (14) statements received.

**MBE/WBE:** This contract will be awarded in compliance with Chapter 2-9B of the City Code (Minority Owned and Women Owned Business Enterprise Procurement Program) by meeting the goals with 16.50% MBE and 14.20% WBE subconsultant participation.

**Boards and Commission Action:** Recommended by the Austin Airport Advisory Commission.

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In 1991, the US Department of Defense announced the closing of Bergstrom Air Force Base. Through the City of Austin's Department of Aviation (DOA), construction of new airport facilities and a new runway were begun in 1994. At the end of June 1997, ABIA commenced commercial air cargo operations. Commercial air passenger service began on May 23, 1999.

The schedule for the design and construction of the conversion of the Air Force base to a civilian passenger airport was aggressive. Due to the schedule for completing the airport, a special arrangement was developed for the review and permitting of design projects at ABIA. An agreement was reached with the Watershed Protection and Development Review Department (WPDRD) to streamline the review process and to treat the airport as a single development. The agreement was subsequently formalized in an ordinance passed by the City Council in 1994. This ordinance, which served as a "blue print" for development at the new airport, contained a Master Plan of public improvements needed for the airport's Opening Day. It did not address private developments on airport property, beyond the cargo and rental car tenants. A Drainage Master Plan was completed in 1995 that provided the information for future drainage design decisions and was also used as the basis for permitting the construction projects.

In 2002, the Airport updated the 1995 Drainage Master Plan. The 2002 updated plan examined the post-Opening Day conditions and recommended two alternatives for drainage improvements to meet future water flow conditions. The two alternatives included keeping on-site detention and/or for the Airport to engage in the Regional Stormwater Management Program.

The development and review process as currently applied is a piecemeal approach that will greatly reduce the potential developable land available at the airport and will significantly limit its ability to support aviation activities for the future. If airport development projects are reviewed and treated as singular

events and are not treated as part of a larger airport “campus” development, airport land may ultimately be dedicated for Stormwater detention and treatment facilities rather than aviation related facilities.

Maximizing the finite quantity of developable property and meeting required Stormwater drainage requirements is a paramount concern for the Aviation Department.

The selected firm may be required, but not limited to perform the following, depending on the project needs: Coordination with ABIA and regulatory agencies; development of an environmentally sustainable campus wide drainage master plan to maximize developable ABIA land; coordination of Drainage Master Plan Update with the existing ABIA Drainage Master Plan; and development of a site specific land development ordinance for future ABIA development.

This request allows for the development of a professional service agreement with the recommended firm. Should the City be unsuccessful in negotiating a satisfactory agreement with the recommended firm, negotiations will cease with that firm. Staff will then return to Council and request authorization to begin negotiations with the alternate recommendation.