

## AGENDA



Thursday, November 19, 2009

**Contract and Land Management  
RECOMMENDATION FOR COUNCIL ACTION****Item No. 27**

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**Subject:** Authorize negotiation and execution of an amendment to the professional services agreement with CAMP DRESSER & MCKEE, INC., Austin, TX, for engineering services for the Austin-Bergstrom International Airport Stormwater Drainage Master Plan Update in the amount of \$200,000, for a total contract amount not to exceed \$500,000.

**Amount and Source of Funding:** Funding in the amount of \$200,000 is available in the Fiscal Year 2009-2010 Capital Budget of the Aviation Department.

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

**For More Information:** David Smythe-Macaulay 974-7152; Joseph Medici 530-6563; Robin Field 974-7064; April Thedford 974-7141

**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) with 16.50% MBE and 15.72% WBE subconsultant participation to date.

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

**Prior Council Action:** November 17, 1994 – Council approved of site development plan and applicable development regulations by ordinance 941117-I; April 23, 2009 – Council approved of consultant selection.

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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 began in 1994. At the end of June 1997, Austin-Bergstrom International Airport (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, an agreement was reached with the Watershed Protection Department (WPD) 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 served as the basis for permitting the construction projects.

In 2002, the DOA updated the 1995 Drainage Master Plan. The 2002 update examined the post-Opening Day conditions and recommended alternatives for drainage improvements to meet future water flow conditions. The alternatives included keeping on-site detention, participating in the Regional Stormwater Management Program (RSMP) or some combination of the two.

In order to preserve potential developable land at the airport and support future aviation activities, it is important that airport development projects be reviewed and treated as part of the larger airport "campus" development. If this approach is not taken, airport land may be dedicated for Stormwater detention and

treatment facilities rather than aviation related facilities. This proposed update will support the DOA in its goal of maximizing the finite quantity of developable property while also meeting stormwater drainage requirements.

Phase I of the project, which is complete, consisted primarily of preliminary assessments to initialize the project and clarify the critical project approach, goals, and objectives. This was accomplished through data collection, data review and coordination with the Watershed Protection Department (WPD) and Planning and Development Review Department (PDRD).

This amendment will provide for Phase II services to include analysis of existing drainage and water quality facilities, preparation of an application for participation in the RSMP, a preliminary drainage and water quality facility needs assessment and capital cost analysis for build-out conditions, an update of the stormwater drainage master plan, support for the Ordinance revision with technical information, updates to the Ordinance attachments, and technical guidance and training for DOA, WPD and PDRD staff to meet requirements as established in the updated Ordinance.