

## A G E N D A



## Recommendation for Council Action (CCO)

Austin City Council	Item ID:	63807	Agenda Number	5.
Meeting Date:	November 3, 2016			
Department:	Capital Contracting Office			
Subject				
Authorize negotiation and execution of a professional services agreement with LANDRUM & BROWN, INC., (staff recommendation) or one of the other qualified responders for Request for Qualifications Solicitation No. CLMP206 to provide professional services for the 2017 Austin-Bergstrom International Airport Master Plan for a total contract amount not to exceed \$4,000,000. (District 2)				
Amount and Source of Funding				
Funding is available in the Fiscal Year 2016-2017 Capital Budget of the Department of Aviation.				
Fiscal Note				
A fiscal note is attached.				
Purchasing Language:	Staff recommendation is the most qualified firm out of 3 firms evaluated through the City's qualifications-based selection process.			
Prior Council Action:	<p>December 12, 2002 – Council approved acceptance of the Austin-Bergstrom International Airport Master Plan Update and request for Federal Aviation Administration approval of the Austin-Bergstrom International Airport Master Plan Update.</p> <p>May 18, 2000 – Council approved the selection of P &amp; D Aviation and execution of a professional services agreement for the Austin-Bergstrom International Airport Master Plan update.</p> <p>November 7, 1991 – Council approved the selection of KPMG Peat Marwick Inc. and execution of a professional services agreement for the Austin-Bergstrom International Airport Master Plan.</p>			
For More Information:	Rolando Fernandez, 512-974-7749; Sarah Torchin, 512-974-7141; Jennifer Williams, 512-530-5543.			

<b>Boards and Commission Action:</b>	October 11, 2016 - Recommended by the Airport Advisory Commission on a vote of 6-0-4 with Commissioners Legate, Sargent, McDaniel, and Sepulveda absent.
<b>Related Items:</b>	
<b>MBE / WBE:</b>	This contract will be awarded in compliance with City Code Chapter 2-9B (Minority Owned and Women Owned Business Enterprise Procurement Program) by meeting the goals with 17.70% MBE and 15.80% WBE participation.
<b>Additional Backup Information</b>	
<p>In March 1999, as construction of the Austin-Bergstrom International Airport was nearing completion, the Department of Aviation completed its implementation of the 1993 Master Plan for the airport. In 2002, an updated plan was adopted by Council and approved by the Federal Aviation Administration. The updated plan was divided into two levels: Level 1 provided for initial expansion of the existing facilities on the north end of the site while Level 2 involved construction of a new terminal and all supporting facilities on the south end of the site. Many of the facility improvements and expansions from the 2003 Master Plan Update are complete or in the final phases of completion.</p> <p>The 2003 Master Plan is outdated due to aggressive growth, new and future issues, and constraints concerning enhanced security, new passenger centric technologies, passenger experiences, and ground transportation options. As a result, the Department of Aviation determined it more practical to develop a new 2017 Master Plan.</p> <p>The 2017 Master Plan will consider the needs and demands of airport tenants, users, and the general public for the central Texas region. The 2017 Master Plan will provide a framework to guide future airport development that is cost-effective and will satisfy aviation demands, while considering potential environmental and socioeconomic impacts for the next twenty years.</p> <p>The 2017 Master Plan will serve as a study to guide and describe the short, medium, and long term development requirements to meet future aviation demands at the airport. The selected firm for this project shall prepare a Master Plan in accordance with Federal Aviation Administration Advisory Circular 150/5070-6B- Airport Master Plans, other relevant Federal Aviation Administration Advisory Circulars and Orders, Federal Aviation Regulations, Transportation Security Administration, and other industry standards and shall provide at minimum the following services:</p> <ol style="list-style-type: none"> <li>1. Gather, document, and present the needs that the proposed development plans shall address, along with the information and data necessary to formulate the plan.</li> <li>2. Justify the proposed development plans through technical, economic, and environmental investigation of concepts and alternatives.</li> <li>3. Accompanied by an effective graphic presentation, describe technically and procedurally, the concepts and alternatives for development of the airport and anticipated land uses on the airport and in the vicinity of the airport.</li> <li>4. Establish a sound and realistic priority list and schedule for implementation of the preferred development plan proposed, particularly the short-term capital improvement program.</li> <li>5. Propose an achievable financial plan to support the implementation schedule.</li> <li>6. Provide sufficient project definitions and detail for subsequent environmental evaluations that may be required before projects are approved.</li> <li>7. Present a plan that adequately addresses the issues and satisfies local, state, and federal regulations.</li> <li>8. Document policies and future aeronautical demand to support municipal or local deliberations on spending, debt, land use controls, and other policies necessary to preserve the integrity of the airport and its surroundings.</li> <li>9. Provide a concise and descriptive report for the general public and for public policymakers, to establish a framework for a continuous planning process at the local and regional levels. Such a process should monitor key conditions and permit changes in plan recommendations as required.</li> </ol>	

10. Integrate environmental objectives, social responsibility and economic sustainability strategies

This authorization provides for funding of services related to planning services. This request allows for the development of an agreement with the qualified responder that Council selects. If the City is unsuccessful in negotiating a satisfactory agreement with the selected responder, negotiations will cease with that provider. Staff will return to Council so that Council may select another qualified responder and authorize contract negotiations with that provider.

This request is not time-sensitive; however the need for a new Master Plan for the airport is imperative given its growth.

**TOP RANKED FIRM:** Landrum & Brown, Inc. is located in Cincinnati, Ohio

**SECOND RANKED FIRM:** AECOM Technical Services, Inc. is located in Austin, Texas