

## AGENDA



Thursday, September 23, 2010

**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 PIERCE GOODWIN ALEXANDER & LINVILLE, Austin, TX for expert advisory consultant services for the Austin-Bergstrom International Airport (ABIA) Parking Garage and Rental Car Facility in an amount not to exceed \$1,600,000.

**Amount and Source of Funding:** Funding is available in the residual account of the surplus fund of the Rental Car Special Facility Revenue Bond Customer Facility Charge (CFC) Trust Account.

**Fiscal Note:** There is no unanticipated fiscal impact. A fiscal note is not required.

**For More Information:** Robert Pirtle 974-7234; Rosie Truelove 974-3064; Sarah Terry 974-7141

**Purchasing Language:** Most qualified firm out of 7 firms evaluated through the City's qualification-based selection process.

**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 16.00% MBE and 16.00% WBE subconsultant participation.

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

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Since Austin-Bergstrom International Airport (ABIA) opened in 1999 as a public airport, rental car staging and ready return space have been located on the third level of the Airport terminal parking garage. Rental car counters and offices are situated inside the terminal and each rental car company also operates a remote on-site service center. This facility is located at the rental car area of the existing parking facility across from the airport terminal building. There are approximately 1,200 ready return and staging spaces on the third level of the parking garage. The first two levels of the garage are used for public parking (approximately 2,400 spaces). As passenger traffic increased, it became apparent that there was a need for additional rental car staging and ready return space, and also for additional covered public parking, within walking distance to the terminal building. The space in the terminal building, currently occupied by the rental car service counters, will be needed in the future for additional baggage carousels.

The Aviation Department and rental car company representatives have been discussing ways and means to address the need for additional parking and rental car ready return and staging space. Both parties reached consensus on a plan to replace a surface parking lot (Lot A) located immediately behind the existing terminal parking garage with a new, four level parking garage and rental car facility. The two lower levels of the new facility would be occupied by the rental car companies, and the two upper levels would be used for public parking. The third level of the original (existing) parking garage would revert to the Airport for public parking.

Because of their experience in the development of consolidated rental car facilities at other airports around the country, the Rental Car Companies (RACs) operating at ABIA requested that they be given the opportunity to take the lead in preparing a study to determine the feasibility of such a rental car facility

at ABIA. The RAC's appointed Pfeffer Development for preparation of a feasibility study for a new parking garage and rental car facility to be located in the current location of surface parking "Lot A". The feasibility study will include forecasts for public parking and rental car facilities, design concepts, construction phasing, construction cost estimates, affordability analyses and a project delivery plan. This feasibility study is anticipated to be completed in September 2010.

The Aviation Department wishes to procure the services of an Expert Advisory Consultant, to assist them in working with the RAC's and Pfeffer Development for the new parking garage and rental car facility. The work of the Consultant will consist of reviewing, analyzing, and making recommendations on all facets of Pfeffer's proposals for planning, design, financing, construction, and operations of the new facility.

This request allows for the development of a professional services 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.

RECOMMENDED FIRM: PIERCE GOODWIN ALEXANDER & LINVILLE, Austin, TX  
ALTERNATE FIRM: TRANSYSTEMS, Phoenix, AZ