



Recommendation for Action

File #: 22-2111, Agenda Item #: 27.

6/16/2022

Posting Language

Authorize negotiation and execution of a professional services agreement with RS&H, Inc. (staff recommendation) or one of the other qualified respondent(s) for Request for Qualifications Solicitation No. CLMP326 to provide engineering design and construction phase services for the Airport Expansion and Development Program Airfield Infrastructure in an amount not to exceed \$8,000,000.

[Note: This contract will be awarded in compliance with the requirements of 49 CFR Part 26 and City Code Chapter 2-9B (Minority Owned and Women Owned Business Enterprise Program) by meeting the goals with 17.00% DBE participation.]

Lead Department

Financial Services Department

Managing Department

Department of Aviation

Fiscal Note

Funding is available in the Capital Budget of Aviation.

Purchasing Language:

Staff recommendation is the most qualified firm out of six firms evaluated through the City's qualification-based selection process.

Prior Council Action:

October 14, 2021 - Council approved the Construction Manager-at- Risk (CMR) alternative delivery procurement methodology for this project.

For More Information:

NOTE: Respondents to this solicitation, and their representatives, shall direct inquiries to Rolando Fernandez, 512-974-7749, Beverly Mendez, 512-974-3596, or the Project Manager, Ellen Brunjes-Brandt, 512-530-6620.

Council Committee, Boards and Commission Action:

To be reviewed by the Airport Advisory Commission on June 14, 2022.

Additional Backup Information:

Austin-Bergstrom International Airport is the airport of choice for Central Texas and is expecting to serve more than 20 million passengers in 2022. The sustained business and population growth of the Austin and Central Texas Region continue to fuel the increase of both domestic and international air travel resulting in a forecasted need for 20 additional gates by the year 2030. An expansion of the terminal concourse is planned to be located directly south of the existing concourse over the existing midfield taxiway area. Relocation of these taxiways is required to preserve cross airfield connectivity both during and after the development of a second concourse. Airfield planning is underway to establish the airfield layout and spatial constraints for

ultimate development of the midfield area in accordance with FAA design criteria.

The Airport Expansion and Development Program (AEDP) Airfield Infrastructure Project is located on property transferred to the City of Austin from the US Government in 2002 during the conversion of Bergstrom Air Force Base to Austin-Bergstrom International Airport. AEDP will establish two new parallel Airplane Design Group V midfield taxiways to connect the east and west sides of the airfield and provide an entrance to the existing maintenance apron. The project includes design of taxiway pavement, aircraft rated bridge structures, service roads, utility relocation, drainage, security, airfield lighting, signage, and demolition of existing south campus infrastructure.

The consultant will provide project management, preliminary engineering, design, construction administration and FAA resident project representative throughout the life of the project. The consultant will also assist with FAA and stakeholder coordination including coordination of a safety risk management panel and construction safety planning.

The new taxiways and service roads will cross the airfield in an area approximately 800 feet wide by 4,000 feet long in general alignment with Taxiway J. The exact location is determined through an airport layout planning process influenced by the location of the second concourse and must be approved by the FAA for adherence to safety and separation criteria. A new airport security fence will be established along the south edge of the taxiways to restrict the public access to the airfield.

Emma Browning Ave. currently provides access to the Air Traffic Control Tower (ATC) and Aircraft Rescue and Fire Fighting (ARFF) facilities but is not used by the public at the north end of the roadway. Temporary access to these facilities will be maintained throughout the project and permanent access to the service core, ATC and ARFF will be under aircraft rated bridges designed to provide safe airside for employees utilizing the facilities.

The principal architect is currently tasked with conducting utility and storm water master planning that will influence the size and location of utility corridors on the south campus. The AEDP Airfield Infrastructure Project will design the south campus utilities and storm infrastructure for the capacity required by the new concourse and provide connection points as future projects come online. Austin Energy primary service infrastructure that is no longer needed due to the removal of Air Force Base structures will be removed and remaining primary service moved underground to accommodate the taxiways. If AEDP changes are required or should additional grant opportunities associated with airfield infrastructure work become available, Aviation Department will return to council for additional services to support the project.

The City will utilize the Construction Manager at Risk alternative delivery method for construction of the AEDP Airfield Infrastructure Project. The solicitation CLMA046 is issued to select the Construction Manager at Risk Contractor for Preconstruction and Construction Phase services and that will be recommended to Council soon.

The AEDP Airfield Infrastructure Project is considered an enabling project for the AEDP program to prepare for development of Concourse B and the tunnel between the two concourses. The construction of the new taxiways will enable the closure of the existing midfield taxiways while maintaining aircraft access to both ends of the runways and cross airport travel for both cargo and general aviation aircraft. If the item is not approved, the delivery of the new concourse accommodating phasing that can maintain aircraft circulation throughout each step of the delivery of the new concourse and supporting infrastructure will be delayed.

The project will be managed by the Department of Aviation in conjunction with the Department of Public Works.

This authorization provides for funding of the above listed services. This request allows for the development of

an agreement with the qualified responder that Council awards. If the City is unsuccessful in negotiating a satisfactory agreement with the awarded respondent, negotiations will cease with that provider. Staff will return to Council so that Council may award another qualified responder and authorize contract negotiations with that provider.

TOP RANKED FIRM: RS&H, Inc. is located in Austin, TX.

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

Strategic Outcome(s):

Safety, Mobility.