

CIP EXPENSE DETAIL

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

4/12/12
Aviation

SUBJECT: Authorize negotiation and execution of an amendment to the professional services agreement with CDM SMITH, INC., for engineering services for the Austin-Bergstrom International Airport (ABIA) Stormwater Drainage Master Plan Update project in the amount of \$115,000, for a total contract amount not to exceed \$668,000.

Funding is available in the Fiscal Year 2011-2012 Capital Budget of the Department of Aviation.

CURRENT YEAR IMPACT:

Department:	Aviation
Project Name:	CDM SMITH, INC.
Fund/Department/Unit:	4910-8107-3139
	Department of Aviation
Funding Source:	Airport Capital Fund
Current Appropriation:	750,000.00
Unencumbered Balance:	127,729.48
Amount of This Action:	(115,000.00)
Remaining Balance:	<u>12,729.48</u>
 Total Amount of this Action	 <u><u>115,000.00</u></u>

ANALYSIS / ADDITIONAL INFORMATION: 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 land suitable for development available at the airport. This 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.

CDM Smith, Inc. is located in Austin, TX.