

## A G E N D A



## Recommendation for Council Action (CCO)

Austin City Council

Item ID:

60657

Agenda Number

16.

Meeting Date:

August 18, 2016

Department:

Capital Contracting Office

## Subject

Authorize the use of the competitive sealed proposal procurement methodology for the solicitation of construction improvements for the Austin-Bergstrom International Airport Terminal Facility Upper Level Embankment Repairs Project. (District 2)

## Amount and Source of Funding

A Recommendation for Council Action with the not to exceed contract amount for the resultant contract will be presented to Council once the selection of the top-ranked firm has been completed.

## Fiscal Note

A fiscal note is not required.

**Purchasing Language:**

This request is for Council to authorize the use of the Competitive Sealed Proposal method; therefore no solicitation has yet been initiated.

**Prior Council Action:**

**For More Information:**

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**Boards and Commission Action:**

August 9, 2016 - Recommended by the Aviation Advisory Commission on a vote of 6-0-0-4 with Commissioners Saulmon, Anderson, Legate, and Walewski absent.

**Related Items:**

**MBE / WBE:**

MBE/WBE goals will be established prior to issuance of this solicitation.

## Additional Backup Information

State statute governs construction procurement for municipalities. The standard method of procurement used for construction services is competitive bidding where the contract is awarded to the lowest responsible bidder. Texas Local Government Code section 252.022(d) allows the City to adopt and use an alternative procurement method other than lowest responsible bidder which provides a better value to the City, and are described in Chapter 2269 of the Texas Government Code. These alternate methodologies include: Competitive Sealed Proposals, Construction Manager- at-Risk, Design-Build, and Job Order Contracting.

It is recommended that this work be delivered under the Competitive Sealed Proposal method of contracting set forth in state statute. Competitive Sealed Proposal is the alternative delivery method most closely related to traditional competitive bidding. The principal difference is that the City makes its selection of the respondents based on evaluation criteria consisting of, but not limited to, safety record and safety practices, comparable relevant project experience, sustainability practices, local business presence, financial stability, and price. Unlike traditional competitive bidding, which focuses primarily on price and bidder responsibility, price is a strong factor in the Competitive Sealed Proposal method, but is not the only factor in the overall evaluation score. A City-staffed evaluation panel will review, evaluate and score proposals based on published evaluation criteria (including price) to determine the highest ranked proposer that offers the best value to the City. Once the evaluation is completed, a Recommendation for Council Action with the top-ranked firm for a not-to-exceed construction contract amount will be presented to Council.

Two sets of mechanically stabilized earthen wall embankments support Presidential Drive at the upper level roadway in front of the Austin-Bergstrom International terminal building. The embankments exhibit multiple signs of structural deterioration, including buckling and cracking on the side panels. This project will reconstruct the walls, installing through-tie anchors, soil nails, and structural concrete for stabilization, install new pre-cast fascia, make coping repairs, and reconstruct the concrete approach slab.

The repairs and stabilization of the mechanically stabilized earthen walls which structurally support the upper level roadway in front the terminal building are required and integral to airport facility operations. This highly technical work requires a skilled contractor who possesses the technical expertise to perform the work while in use by the public throughout the duration of the contract. The estimated construction budget for this work is \$3,500,000 and it is anticipated that construction will begin as soon possible after selection of a duly qualified contractor or by early 2017.

A delay in authorization of the methodology will result in a delay in the issuance of the solicitation which will impact the ability to perform these required facility improvements and overall operations of the airport terminal.