



## Recommendation for Action

**File #:** 23-3481, **Agenda Item #:** 31.

12/14/2023

### **Posting Language**

Authorize an amendment to the contract for the Airport Expansion and Development Program Airfield Infrastructure project with RS&H, Inc., to increase the amount by \$12,700,000, for a revised total contract amount not to exceed \$20,700,000.

[Note: This amendment will be executed in compliance with City Code Chapter 2-9A (Minority Owned and Women Owned Business Enterprise Procurement Program) and 49 CFR Part 26 Disadvantaged Business Enterprise Program (DBE)].

### **Lead Department**

Financial Services Department.

### **Managing Department**

Financial Services Department.

### **Fiscal Note**

Funding is available in the Capital Budget of the Department of Aviation.

### **Purchasing Language:**

Original contract was awarded through a qualifications-based selection process.

### **Prior Council Action:**

October 12, 2021 - Council approved the Construction Manager-at-risk alternative delivery procurement methodology for this project.

June 16, 2022 - Council approved a professional services agreement with RS&H, Inc. for \$8,000,000.

### **For More Information:**

Direct questions regarding this Recommendation for Council Action to the Financial Services Department - Central Procurement at: [FSDCentralProcurementRCAs@austintexas.gov](mailto:FSDCentralProcurementRCAs@austintexas.gov) or 512-974-2500. Respondents to the solicitation and their Agents should direct all questions to the Authorized Contact Person identified in the solicitation.

### **Council Committee, Boards and Commission Action:**

December 13, 2023 - To be reviewed by the Airport Advisory Commission

June 14, 2022 - Recommended by the Airport Advisory Commission on a vote of 9-0-0-2 with Chair E. Sepulveda and Commissioner Hendricks absent.

### **Additional Backup Information:**

Austin Bergstrom International Airport is the airport of choice for Central Texas and is expected to serve more than 22 million passengers in 2023. The sustained business and population growth of Austin and Central

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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 special constraints for the 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 (ADG) 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 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 access for employees utilizing the facilities.

The Principal Architect is currently tasked with conducting utility and storm water area 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's primary service infrastructure that is no longer needed due to the removal of Air Force Base structures will be removed and the remaining primary service moved underground to accommodate the taxiways. Should AEDP changes occur or should additional grant opportunities associated with airfield infrastructure work become available, the Aviation Department will return to Council for additional services to support the project.

The AEDP Airfield Infrastructure Project is considered an enabling project for the AEDP program to prepare for the 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 commercial, cargo and general aviation aircraft. If the item is not approved, the delivery of the new concourse will be delayed accommodating phasing that can maintain aircraft circulation throughout each step of the delivery of the new concourse and supporting infrastructure.

Following preliminary engineering of the project, settlement for the South Terminal operation was determined and altered the approach to the Midfield Taxiway development. To finalize design, additional infrastructure and detailed construction phasing is needed to accommodate maintenance and operation of the South

Terminal until additional capacity is available in the existing Barbara Jordan Terminal.

This request provides for additional authorization to divide the design into enabling work and airfield infrastructure work packages requiring separate development permits. The enabling work includes an additional 500-space parking lot, conversion of the existing paved area into parking with revenue control, new entrance and exit roadway with street lighting and rerouting of existing utilities to facilitate construction while maintaining existing terminal operation. Addition of the South Terminal enabling work is estimated to add an additional 6 months of construction support services for RS&H, their sub consultants and resident project representative oversight.

The Department of Aviation has applied for a federal grant under the Bipartisan Infrastructure Law for reimbursement of design and construction phase service fees relating to this project.

This amendment was approved by the City's Change Control Committee. The Change Control Committee was established to comply with Council Resolution No. 20120126-048, which required the establishment of consistent criteria and process to evaluate contractual changes for all contracts administered by the Capital Contracting Office. The Change Control Committee is comprised of management-level subject matter experts.