



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

January 11, 2022 - Recommended by the Airport Advisory Commission on a 8-0 vote with Commissioners Coon and Price absent.

**Additional Backup Information:**

This project is to optimize the Barbara Jordan Terminal (BJT) by designing and building additional gates to the existing facility and to modify the BJT to support remote passenger hardstands (Bus Gates) to safely meet the evolving needs of airlines and the travelling public. The project schedule requires designing and starting construction in phases to meet the expectation of airport tenants and stakeholders. Construction will take place in highly secure areas regulated by the Federal Aviation Administration (FAA), the U.S. Department of Homeland Security, and the Transportation Security Administration (TSA). This project is on a critical path for building aircraft gates that are in immediate demand by airlines. This is a complex renovation and expansion project in an existing terminal and is the initial investment in Austin's Airport Expansion and Development Program (AEDP). The complexity of this project being constructed in operating airport terminal locations will require a phased approach to the work to integrate the systems of existing facilities located in highly secured areas. This project requires collaboration between the design team and a highly qualified construction manager who have successfully constructed renovations in fully operational airport facilities. Due to the complexity, constraints, and renovation options available, the scope of this project will need to change and evolve as new information, regulatory requirements, and tenant expectations are clarified. The expected changes to scope require a flexible approach to project delivery.

Prior to entering into Construction Phase, the City will establish Disadvantaged Business Enterprise (DBE) goals, and the Construction Manager-at-Risk firm will submit a Compliance Plan meeting the construction goals or documentation detailing their good faith effort(s) to meet the established goals.

The construction manager at risk method is a project delivery method where the City will contract with an architect/engineer to perform design services and separately contract with a Construction Manager at Risk firm to perform preconstruction and construction phase services. The role of the Construction Manager at Risk firm goes beyond performing general contractor services. The Construction Manager firm is under contract early in the design process to perform key preconstruction phase services such as collaborating with the City and the design team on scope and constructability and to optimize the design and control costs and budgets, and to provide quality assurance-quality control. After design, and before the Construction Manager firm begins construction, the City will negotiate and execute a Guaranteed Maximum Price for the remainder of the work, including actual construction.

The Construction Manager firm is recommended by a City-staffed evaluation panel that evaluated and scored proposals based on published evaluation criteria to determine the highest ranked proposer. As set forth in Government Code Chapter 2269, the panel has selected, for recommendation to Council, a Construction Manager firm that will provide the "best value" to the City for preconstruction and construction services for the project.

The contract allows 760 calendar days for completion of this project. This project is located within zip code 78719 (District 2).

**TOP RANKED:** JE Dunn/Clark, a Joint Venture is located in Austin, TX.

**SECOND RANKED:** Hensel Phelps Construction Co. is located in Austin, TX

**Strategic Outcome(s):**

Safety, Government That Works for All, Mobility.