



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: June 21, 2022

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department
Administration Division, Airport Department

SUBJECT: Adoption Of Resolution And Award Of Contract For Conceptual Design Of The Terminal Expansion And Parking Structure At The Santa Barbara Airport

RECOMMENDATION: That Council:

- A. Authorize the Public Works Director to execute a City Professional Services contract with Corgan Associates, Inc. in the amount of \$1,275,170 for conceptual design services to expand the airline passenger terminal and construct a parking structure at the Santa Barbara Airport, and authorize the Public Works Director to approve expenditures of up to \$127,517 for extra services that may result from necessary changes in the scope of work; and
- B. Adopt, by reading of title only, a Resolution of the Council of the City of Santa Barbara Amending Resolution No. 21-045, Adopting the Budget for Fiscal Year 2022, to Appropriate Funds for Conceptual Design of the Terminal Expansion and Parking Structure at the Santa Barbara Airport.

EXECUTIVE SUMMARY:

The Santa Barbara Airport's 2017 Airport Master Plan recommended capital needs for the next 20 years to meet projected demand and maintain a high level of service. Two of those capital needs identified were additional parking and airline terminal space. The Santa Barbara Airport (SBA) has experienced healthy growth in commercial passenger boardings over the past decade. Updated aviation forecasts indicate continued growth that will outpace projections from the 2017 Airport Master Plan. Staff solicited for architectural and engineering services for conceptual design of a 16,200 square foot terminal expansion and a parking structure capable of supporting 800 to 1,400 parking spaces. After conducting a thorough qualifications based selection process, staff recommends that City Council award a contract with the highest rated firm, Corgan Associates, Inc. (Corgan), for conceptual design of the terminal expansion and parking structure at SBA and approve the appropriation of Airport Operating Fund reserves to cover the cost of the contract.

DISCUSSION:

Background

Since the John T. Rickard Airline Terminal (Terminal) opened in 2011, SBA has experienced approximately 27 percent growth in enplanements (i.e. commercial passenger boardings). By 2032, SBA is estimated to experience 657,000 enplanements, a 79 percent increase since the last major landside capacity project was completed in 2011. In March 2022, the Federal Aviation Administration's (FAA's) Terminal Area Forecast (essentially a constant market share forecast) estimates SBA exceeding 657,000 annual enplanements in 2027. However, SBA exceeded the 2021 forecast of 263,969 enplanements before the end of August 2021; therefore, it is reasonable to assume that the Airport Master Plan (AMP) build-out figure of 657,000 annual enplanements may be exceeded in the next few years.

A 20-year AMP was completed in 2017 and identified several major landside capacity projects necessary to meet the continued growth and development of SBA. One of those major projects is a new parking structure and another is an expansion of the Terminal.

Project Description

The Terminal Expansion and Parking Structure Project (Project) will generally consist of a 16,200 square foot, two-story expansion to the existing Terminal; improvements to the existing ticket, baggage claim, and security screening areas; a multi-story parking structure capable of supporting between 800 to 1,400 parking spaces; and associated roadway and grounds improvements necessary to support the work. The general location of the Project is to the south of the existing Terminal located at 500 James Fowler Road.

The design effort will be completed in phases. The contract recommended in this report is for the first design phase only, the conceptual design. Staff will return to Council for the award of subsequent design contracts for the design development and final design phases. The conceptual design will include a needs assessment, constraints analysis, and potential sites and layouts for the terminal expansion and parking structure.

The needs assessment will include various studies, including a traffic and parking study, air passenger study, and airline schedule study, as well as interviews with Airport staff, rental car companies, and airport business partners. The constraints analysis will study site-specific requirements, including environmental concerns, Transportation Security Administration (TSA) security considerations, FAA regulations for safe, efficient use of navigable airspace, and vehicular and pedestrian circulation patterns. The potential sites and layouts will consider the needs and constraints, as well as future growth opportunities.

In November 2021, Airport staff initiated a qualifications based selection process for architectural and engineering services for the Project with a publicly advertised Request

for Qualifications. Three submissions were received and evaluated. The evaluation process included interviews for all three submissions. At the conclusion of the evaluation process, Corgan was the highest rated submission. Staff have negotiated the conceptual design fee with Corgan and found it to be fair and reasonable.

BUDGET/FINANCIAL INFORMATION:

The total cost of the conceptual design contract is \$1,275,170. An additional \$127,517 in extra services authorization is requested to cover any cost increases that may result from necessary changes to the scope of work. With the recommended appropriation of available Airport Operating Fund reserves, there are sufficient expenditure appropriations for the Project in the Airport Capital Fund to cover the cost of the contract, including extra services, with Corgan. The Airport Operating Fund will also continue to have adequate available reserves, according to policy, after this appropriation.

Funding for future design phases and construction is still being identified. The total cost of the Project is currently estimated at approximately \$100 million. The estimate will be refined as part of the conceptual design phase services. Parking structures are generally not eligible for FAA grant funding. However, portions of the Terminal expansion will be eligible for FAA grant funding. Airport staff is looking at several funding opportunities, including the FAA's Airport Improvement Program (AIP), and the Passenger Facility Charge (PFC) and Customer Facility Charge (CFC) programs.

SUSTAINABILITY IMPACT:

The Santa Barbara General Plan focuses on a stated mission statement of "Living within Our Resources" and stresses sustainability for development (City of Santa Barbara 2011). Also, a guiding principle of the 2017 Airport Master Plan (AMP) is to support sustainable design of airport facilities and the wise use of resources. The Terminal Expansion and Parking Structure Project will be consistent with the Santa Barbara General Plan and the 2017 AMP.

Further, City Charter Section 1507 is a policy of the City that states its land development shall not exceed its public services and physical and natural resources. Council Resolution 07-018 requires that new City building construction be designed and constructed to achieve a Leadership in Energy and Environmental Design (LEED) Silver classification or, where LEED is not applicable for the Project, at another green building program certification level that is contingent on the building type. Council Resolution 07-018 also requires new building construction and major renovations for City owned and operated buildings be designed to exceed State Title 24 Energy Requirements by 20 percent. In addition, the City's General Plan calls for the inclusion of solar energy to help meet the energy demand for these structures. Council Resolution 17-043 commits the City to 50 percent renewable electricity in municipal facilities by 2020 and 100 percent renewable electricity by 2030; therefore, pursuing a zero net energy building design would be in line with these goals.

The Terminal expansion and parking structure will comply with each of these City policies and resolutions.

A copy of the contract may be requested from the Public Works Department for public review by contacting PWInfo@SantaBarbaraCA.gov.

ENVIRONMENTAL REVIEW:

The Terminal expansion and parking structure project elements were both included in the 2017 AMP in the Initial Terminal Area Alternatives 1, 2, and 3. Each of these alternatives were analyzed in the Council-approved 2017 AMP Environmental Impact Report per the California Environmental Quality Act. The Project would require an Environmental Assessment (EA) per the National Environmental Protection Act; the FAA would be the lead agency for the EA. Also, the Project is in the City's appealable jurisdiction of the Coastal Zone and would require a Coastal Development Permit.

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APPROVED BY: City Administrator's Office