

**Austin-Bergstrom International Airport (ABIA)
Aviation Capital Development Plan Virtual Outreach Session**



May 20, 2021

[Video Presentation](#)

[PowerPoint](#)

Question #1 Who is the current Executive Program Manager (for the Airport)?

Answer #1 – Paslay Management Group (PMG)

Question #2. Is the PM/CM [Project Manager/Contract Manager] consultant going to be a multiple award (more than one firm) or will it be awarded to one team?

Answer #2: The PM/CM will be One Team.

Question #3. The Personal Net Worth (PNW) [for minority certifications] has been set at this level for a very long time now. Is there any plan to increase this number, for example, inflation adjustment?

Answer #3. The Personal Net Worth (PNW) limit for the Minority- and Women-Owned Business Enterprise (MBE/WBE) program is reviewed annually and may change based upon the Southwest Consumer Price Index. The Airport Concession/Disadvantaged Business Enterprise (ACDBE/DBE) PNW limit changed in 2014 to the current limit of \$1.32M. The federal government can make changes to the PNW limit for ACDBE/DBE program based on inflation.

Question #4. Does the City of Austin participate in the State of Texas' Historically Underutilized Business (HUB) program?

Answer #4. The City's Small & Minority Business Resources Department (SMBR) has a Memorandum of Agreement (MOA) with the State of Texas which allows SMBR to review and make recommendations on prospective applicants as we review COA applications. The applicant must meet COA criteria, have an Employee Identification Number and be a US citizen. The State will review the recommendation and issue a Historically Underutilized Business (HUB) certificate. HUB participation is not counted on City of Austin projects. Nor does the City of Austin reciprocate HUB certification

Question #5. What are the Minority-Owned Business Enterprise/Disadvantaged Business Enterprise (MBE/DBE) minimum participation requirements for the Program/Project Management?

Answer #5. Program requirements and participation goals will be determined for each solicitation. Determinations are based on funding, selected scopes of work and current availability of certified subconsultants.

Question #6. You mentioned a CEP Component to the program. Will you advise what portion of the program that project will fall into? Barbra Jordan Terminal (BJT) optimization? midfield concourse? utilities work? or will it be a stand-alone project? Thanks.

Answer #6. The Principle Architect/Engineering Team will conduct analysis for Central Utility Plant (CUP) needs, identify future growth needs, and make recommendations for site and for programming the CUP into the Airport Expansion Program.

Question #7. When do you expect to have the solicitation for the Principal Architect/Engineer posted?

Answer #7. July 21st

Question #8. Will this be a single selection offering Architectural and Engineering services or two separate selections – one for a Principal Architect and the other for a Principal Engineer

Answer #8. Single selection Architectural-Engineering Team

Question #9. Will the PM-CM team need to work on-site?

Answer #9. The PM/CM will be an extension of City staff, and key members of the PM/CM will be collocated in the Airports Planning and Development Building

Question #10. What is the minimum MBE/DBE % for the program/project management contract?

Answer #10. There is no minimum participation percentage. Each solicitation will be reviewed to determine goals based on current availability i.e. project specific goal determination.

Question #11. What's the capital spend for the planned improvements?

Answer #11. The Airport Expansion and Development program will have multiple projects that start and finish over a period of 6-7 years. The Principle Architect/Engineer will provide programming and cost estimating services for the planned improvements.

Question #12 What's the estimated time frame for this project?

Answer #12 The spend plan is estimated for 7-8 years. 2020-2028

Question #13. This being a brownfield project what's the plan on creating an as-is model of existing facility – this will be key to the new planning

Answer #13. Laser scan of existing facility is a task is typically included in design team scope of work.

Question #14. Does Austin Airport have any digital platforms (primarily CDE) implemented to manage and store the data?

Answer #14. The Airport has existing infrastructure information and data in CADD and GIS systems.

Question #15. There was no mention of Digital Twin/BIM/GIS type of work in the immediate future – As per our experience BIM/GIS and Digital twins will greatly enhance the operational efficiency

Answer #15. The Principle Architect-Engineer Team and subsequent design teams will design to Aviation Department latest CADD/GIS standards

Question #16. Is there budget set aside for the digitization of various elements (BIM, GIS, Digital Twins, CDE etc.) and what can be an approximate percentage of the construction cost?

Answer #16. Costs for CADD/GIS/BIM are typically included in the professional service scope of work. No decision for digital twin has been decided.

Question #17. Will there be separate RFP for Digital twin like DFW?

Answer #17. No decision for digital twin has been decided at this time.

Question #18. Is there an Asset Information requirement strategy being prepared to make airport operation ready?

Answer #18. Operational Readiness and Transfer will be a PM/CM task to prepare for the new infrastructure and assets and will be implemented into the airport's existing Maximo-Asset Management System.

Question #19. I see lot of stress on MBE, DBE and WBE just to clarify only these enterprises get to prime – We as a company do not have that status in US are we qualified to participate in any of the RFP's that will be out or we will have to prime with some MBE, DBE and WBE?

Answer #19. Any firm can bid or propose on solicitations as a prime regardless of their certification status. On solicitations that have an MBE/WBE or DBE goal, a Prime is expected to solicit certified firms from the City of Austin's Availability List and make a good faith effort to offer subcontracting opportunities to MBE/WBE/DBE firms.

Question #20. How can I get access to RFP's published by Austin Airport Authorities?

Answer #20. The airport is owned and operated by the City of Austin. The City of Austin link for Vendor Registration in the vendor connection is:

https://www.austintexas.gov/financeonline/account_services/account/login.cfm

List of active Request for Proposals (RFP)/Active Solicitations

https://www.austintexas.gov/financeonline/account_services/solicitation/solicitations.cfm