



ADDENDUM I

SUBJECT: Airfield Safety Enhancement and Improvements Program, RFQ 24-132,
Scheduled to Close: Tuesday, November 05, 2024;
Date of Issue: Wednesday, September 04, 2024

FROM: Jonathan Miranda
Procurement Administrator

DATE: October 16, 2024

THIS NOTICE SHALL SERVE AS ADDENDUM NO. I - TO THE ABOVE REFERENCED REQUEST FOR QUALIFICATIONS

THE ABOVE MENTIONED REQUEST FOR QUALIFICATIONS IS HEREBY AMENDED AS FOLLOWS:

- 1. Add: Pre-Submittal Conference Presentation, this document will be posted as a separate file.**
- 2. Add: Pre-Submittal Conference Sign In Sheet, this document will be posted as a separate file.**

QUESTIONS SUBMITTED IN ACCORDANCE WITH SECTION 004, PRE-SUBMITTAL CONFERENCE:

On Thursday, September 12, 2024, the City of San Antonio hosted a Pre-Submittal Conference to provide information and clarification for the Airfield Safety Enhancement and Improvements Program. Below is a list of questions that were asked at the pre-submittal conference. The City's official response to questions asked is as follows:

Question 1: Regarding the 10 Points for the DBE Program, if we get shortlisted, will it be applied to the 2nd half of the solicitation?

Response: For the RFQ Phase, no DBE points are applied. The only DBE requirement is to submit a Statement of Responsibility. For the RFP Phase, 10 points will be applied if you submit a DBE narrative statement.

Question 2: Regarding the 11.5% DBE – will it be pertaining to the Pre-Construction cost?

Response: The DBE Program requirements for the RFP Phase include the DBE contract specific goal for the Pre-Construction Phase costs, which has been set at 11.35%.

Question 3: Will the DBE Program be part of the Evaluation Criteria in the RFQ Phase?

Response: The DBE Program requirement for the RFQ Phase is to submit signed Statement of DBE Responsibility. If the signed Statement of DBE Responsibility is not submitted with

response in the RFQ phase, respondent will be deemed non-responsive.

Question 4: Is the spirit of the DBE Program to mentor someone?

Response: One of the objectives of the DBE Program is to help firms develop so they can compete successfully outside of the DBE program. Also, the DBE program aims to ensure that small businesses owned by socially and economically disadvantaged individuals have a fair chance to compete for federally funded transportation contracts; aims to prevent discrimination against DBEs in the award and administration of federally assisted contracts; and aims to remove barriers that prevent DBEs from participating in federally assisted contracts.

QUESTIONS SUBMITTED IN ACCORDANCE WITH SECTION 009, RESTRICTIONS OF COMMUNICATION:

Question 5: Form 4, Litigation Disclosure, appears to request information about both the firm's and its individual team members' project performance and civil and criminal litigation and claim history. We do not necessarily have full and complete knowledge with respect to our employees' project performance and claim and litigation history. Current prospective project team members may have worked for other contractors and/or may have been involved in claims or litigation unrelated to our firm of which our firm may not have knowledge. Further, prospective team members may have been involved in claims or litigation that are unrelated to construction.

Will you please clarify whether you are seeking the requested information as it relates to individual team members?

Response: For the Litigation Disclosure Form, it is a requirement for the prime consultants to upload a completed form, however it is encouraged that the subconsultants upload a completed form, as well.

Question 6: Section B - Qualifications of Key Personnel identifies several positions that are required on the Organizational chart(s). Can you please clarify what type of role/responsibility is necessary for d) Airfield Pavement Subject Matter Expert? Is this person intended to be construction or design focused?

Response: An airfield pavement subject matter expert should be able to demonstrate construction experience and expertise of airfield pavements (e.g. rigid cement concrete pavement, hot mix asphalt pavement, repairs, etc.). Experience and expertise may include understanding of specifications (e.g. FAA), construction methods, sequencing, constraints, quality control, repair, construction equipment technology, mix design, and associated efforts in supporting elements such as dowels, joint sealing, and pavement marking.

Question 7: Can you please provide information on the design consultant team the City has selected for the ASEIP?

Response: The Preliminary Engineering Report (30% design) is being completed by Kimley-Horn and Associates, Inc. The 60%-100% design consultant has not been selected.

Question 8: Civcast states the estimated value of this project is \$370,000,000. However, the RFQ communicates on sheet 16 of 25 the "estimated construction cost for the Project is approximately \$650,000,000". Can you please clarify the estimated construction cost

connected to this RFQ? Furthermore, can you provide estimated construction cost clarity on Phase 2 as well?

Response: The city budget has been approved by City Council and it includes \$370M initial investment from the city for this program. Additional city funds and grant funds are expected in future years to meet the anticipated program construction cost of \$650M. Future elements are subject to refinement as the program progresses.

Question 9: Within each Project Sheet, it is requested that proposers provide "funding sources". Can you please clarify what specifically you would like to see here?

Response: We are looking to understand your experience with different sources of funding for example:

- Federal Aviation Administration (FAA) Airport Improvement Program (AIP)
- USDOT
- DoD
- Airport Sponsor / City-Funded

Question 10: It is not clear where Forms 4, 6, 9 should be located within the submittal document. Will you please provide clarity where each of these forms should place within the document? Other forms are requested to be uploaded to a specific location within Civcast or identified within the RFQ on where to place the form.

Response: Folders to upload these Forms have been made in CivCast

Question 11: Per section III - Schedule of Events of the document (pg. 7 of 25), it clearly communicates the requested deadline to submit written questions. Can you please provide when responses are expected for the submitted questions?

Response: The final posting for responses to submitted questions will be one week after the closing of questions.

Question 12: Section B - Qualifications of Key Personnel identifies a Preconstruction Quality Control Manager that is required "on-site for the duration of the preconstruction phase". Can you please define what you are anticipating for this role? Additionally, can you please confirm that this is correct, as this is the only defined key personnel that is being required "on-site" during this phase?

Response: To clarify during pre-construction services the Preconstruction Manager, Senior Project Manager, and the Senior General Superintendent should be on-site. The Quality Control Manager for preconstruction is not required to be onsite full time. The pre-construction Quality Control Manager will be responsible for ensuring the scheduler, estimator, and other team members provide contract deliverables that meet the quality and intent of the program.

Question 13: Can you please confirm if the scores from the RFQ evaluation will carry forward to the RFP evaluation? If so, can you elaborate on the evaluation criteria for the RFP phase since RFQ scoring could impact overall scoring outcome?

Response: The RFP phase will have an entirely new scoring with no scores carrying over. The RFQ step scores are solely used to determine the shortlisting of firms. Please see Question 1 regarding DBE scoring.



Jonathan Miranda, MSJP
Procurement Administrator
Finance Department - Procurement Division