

# Welcome!



## **RUNWAY TO OPPORTUNITIES**

Doing Business With AUS



Austin-Bergstrom  
International Airport



# Event Overview

Welcome and Introduction

Overall Capital Improvement Program

Open Solicitations

Demystifying Security

Capital Contracting Office Procurement & Contracting Overview

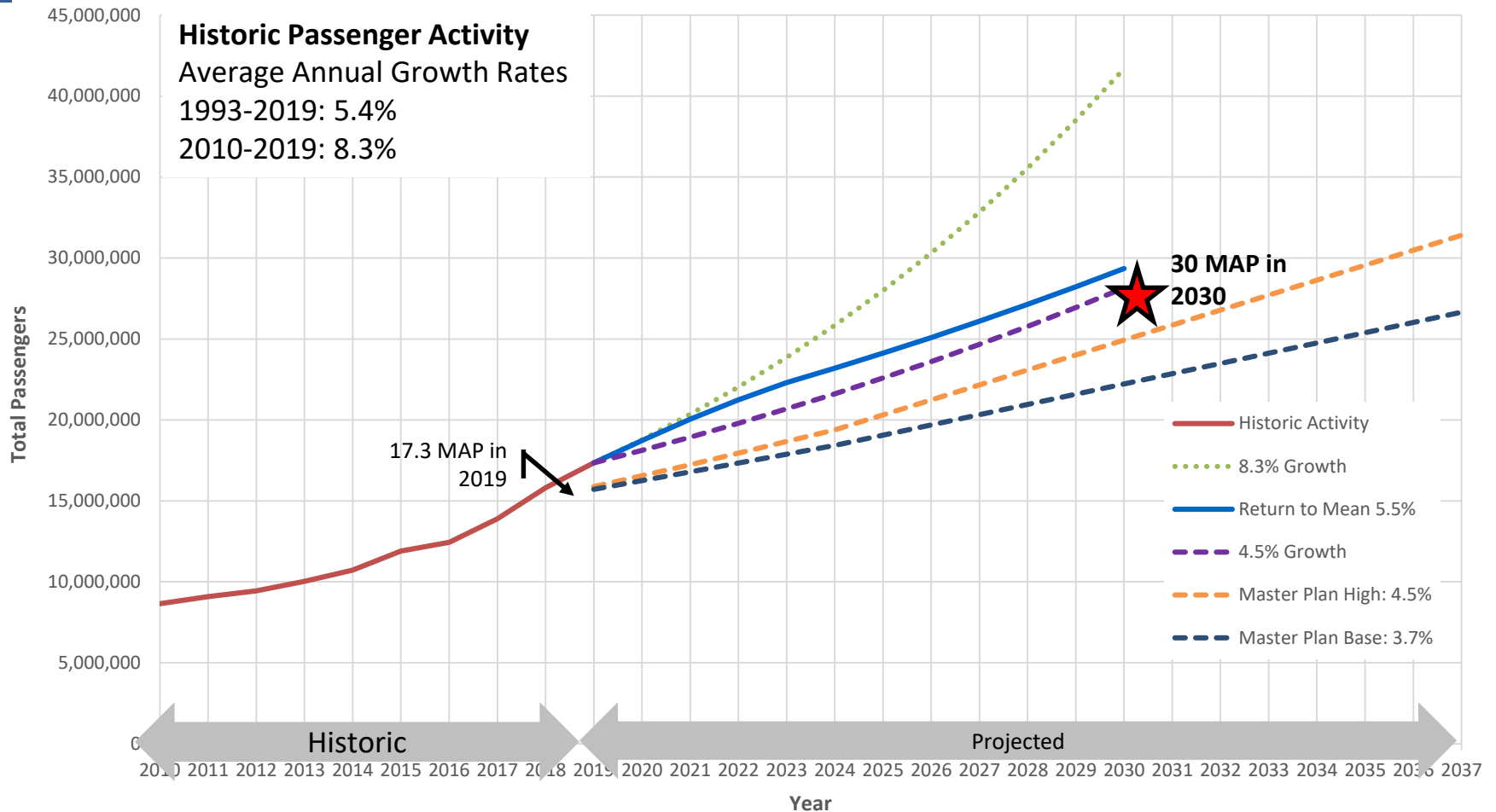
Small & Minority Business Resources Program Overview

Table Introductions

Q&A

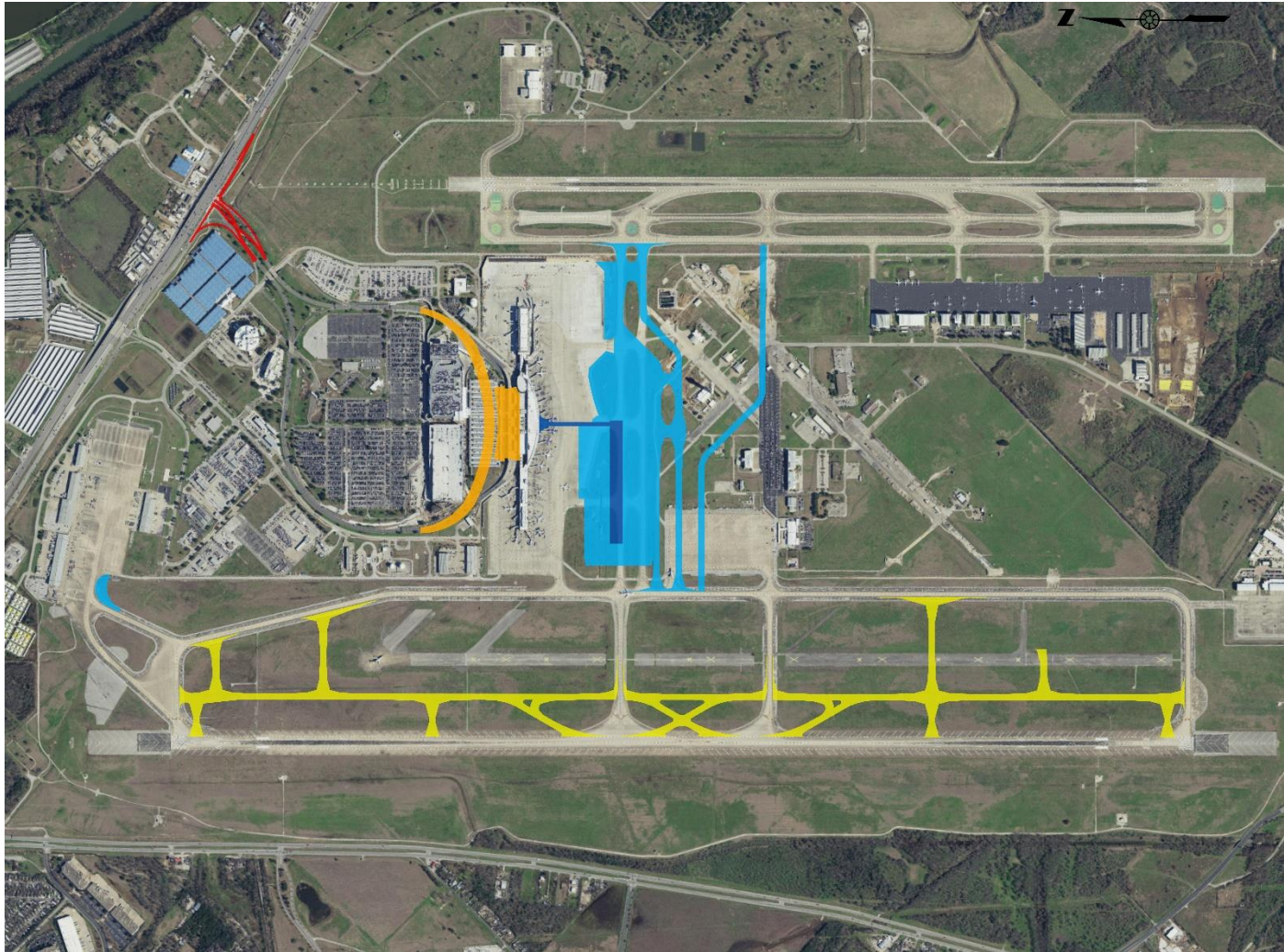
Network!

# AUS Projected Activity Growth





# Overall AUS Expansion Program

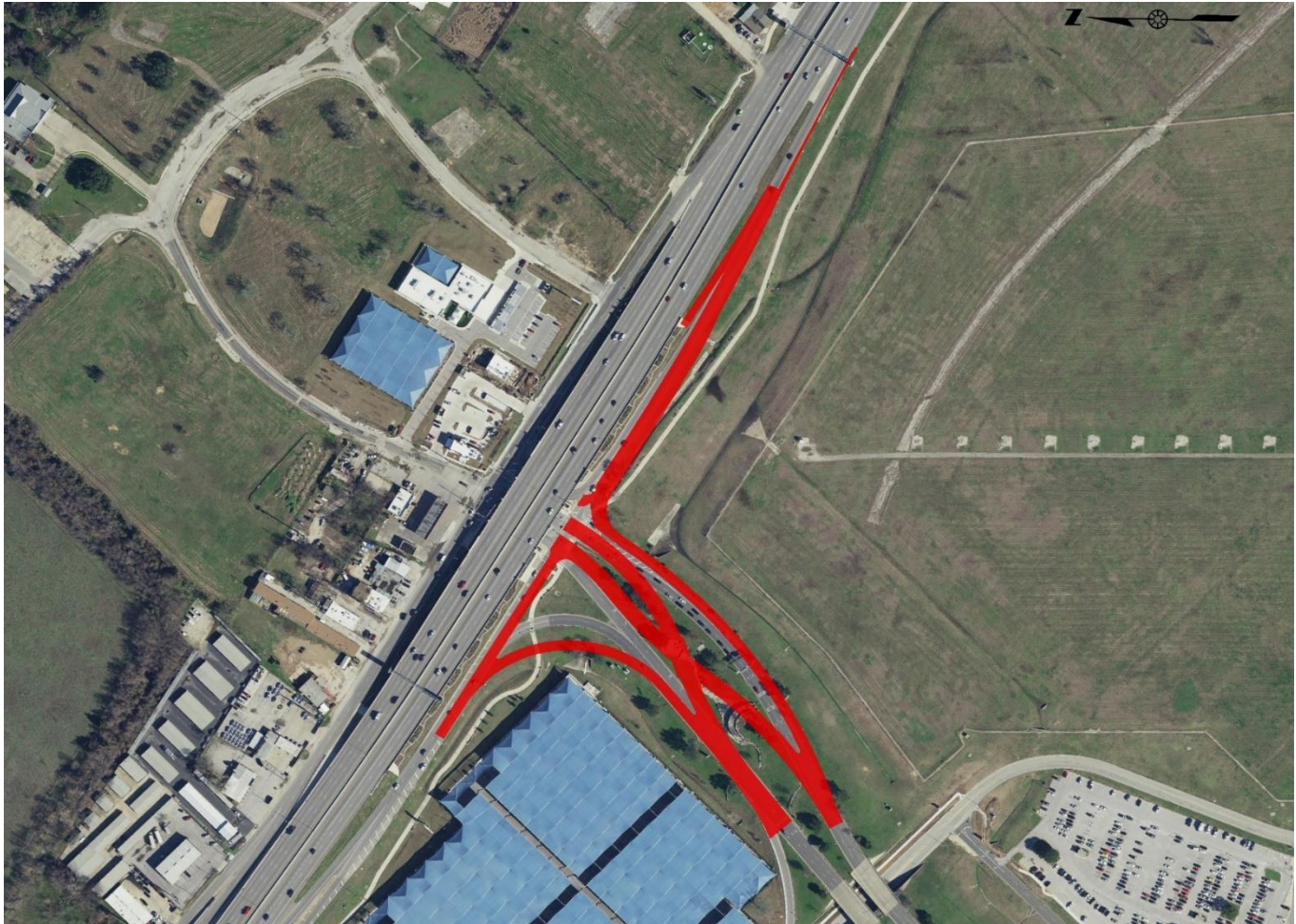




# BJT Optimization- BHS and West End Gate Expansion

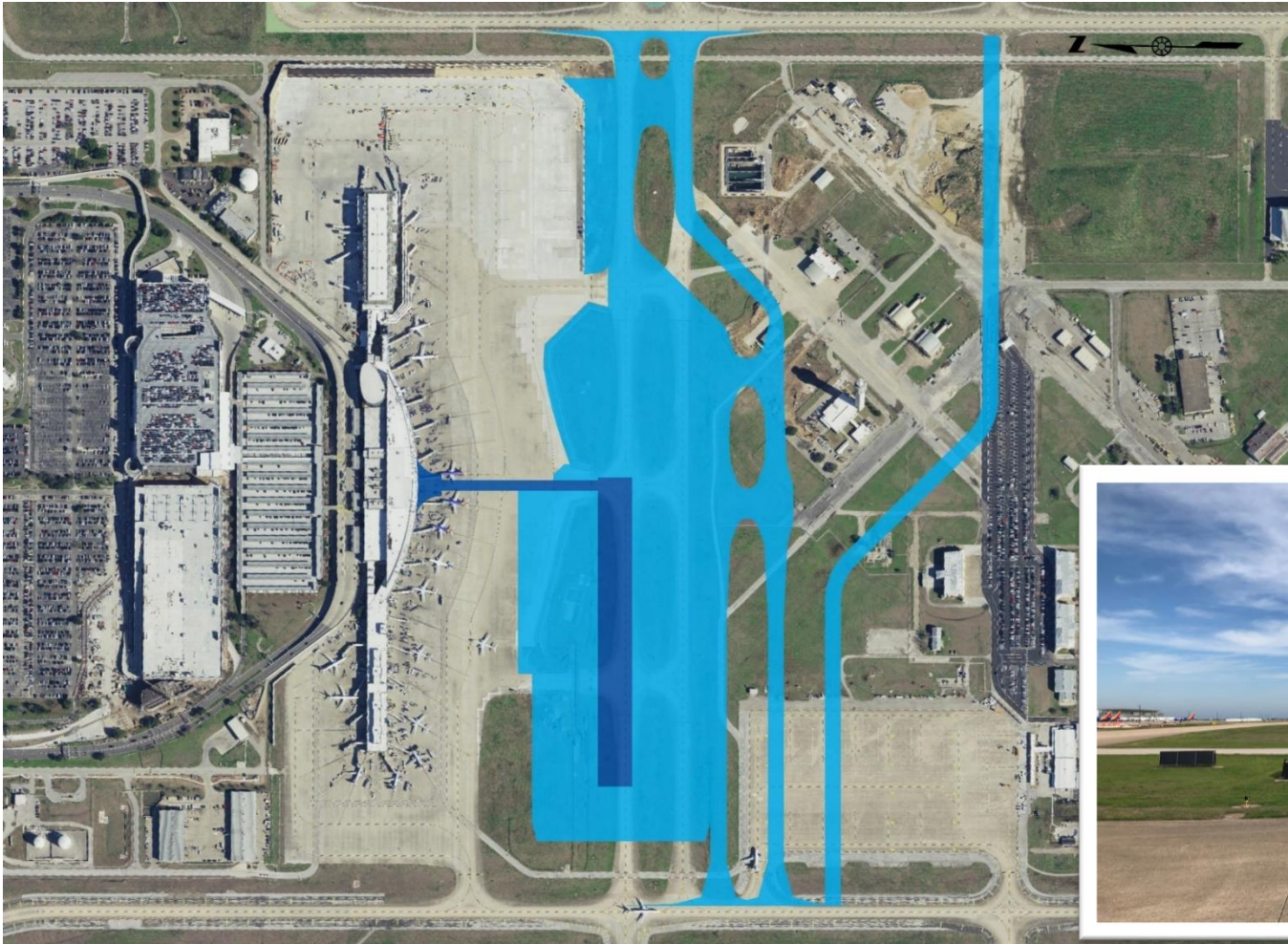


# Braided Left Turn Airport Access at SH 71





# New Midfield Concourse & Taxiways



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# BJT Expansion/Conversion & New Curb



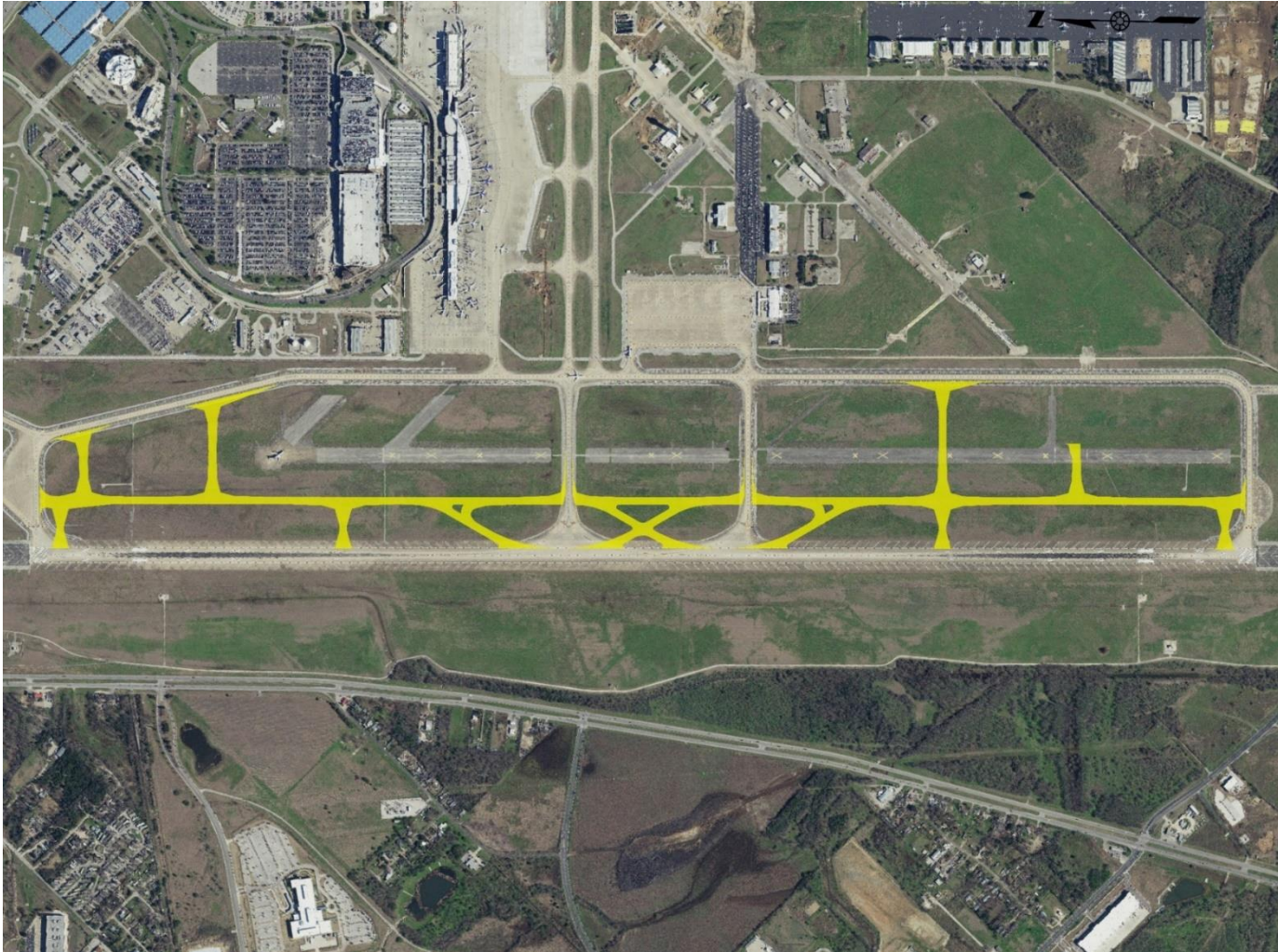


# BJT Expansion/Conversion – New Curb Rendering



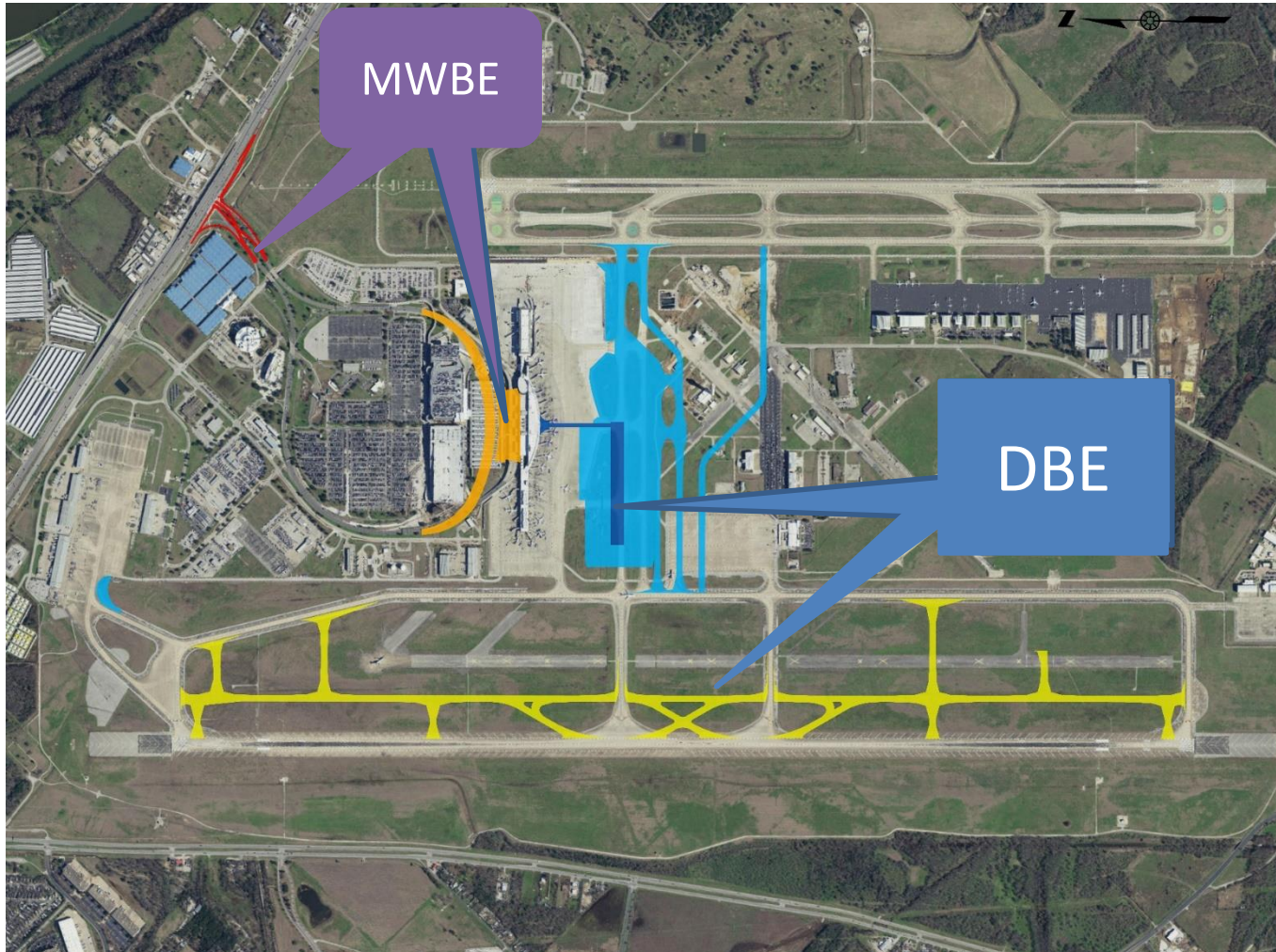
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# New Taxiway Delta





# Project Methodology Summary



# AUS Airport Expansion Program Implementation Framework

**TODAY**

**2030**

**Phase A**  
**Renovate Barbara Jordan Terminal**

## **Phase A** **Renovate Barbara Jordan Terminal**

**Address near-term challenges and execute enabling projects to meet current and emerging needs**

- Enhance existing outbound baggage system
- Add new, interim ticket counter positions
- Enhance landside roadway circulation and throughput capacity

**Phase B**  
**New Airside Concourse**

## **Phase B** **New Airside Concourse**

**Provide new gate capacity to meet passenger growth**

- New Midfield Concourse
- Passenger connector
- New Midfield Cross Taxiways
- Add Central Utility Plant capacity

**Phase C**  
**Expand Barbara Jordan Terminal**

## **Phase C**

**Expand Barbara Jordan Terminal**

**Expand the Terminal to provide long-term passenger processing capacity**

- Expand Barbara Jordan Terminal
- Landside roadway re-alignment and expansion
- Upgrade utility infrastructure



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# Program Management Consultant Support

## One Solicitation – Two Separate Prime Contracts

Project Management, Project Controls, Risk Management, QA/QC and Construction Management

*services including, but not limited to:*

- Project Management
- Construction Management
- Construction and Logistics Management
- Communications / Branding
- Contract Management
- A&E Subject Matter Expertise
- Performance Management
- Commissioning & ORAT
- Public Information / Stakeholder Involvement
- DBE Outreach and Recruitment
- Project Controls
- Risk Management
- Cost Estimating
- Scheduling
- Construction Safety
- Monthly Reporting
- Contract Administration
- Document Review
- Change Management
- Trend & Variance Reporting
- Document Controls
- Financial Analyses / Reporting
- Quality Assurance/Quality Control



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# Proposed Upcoming and Open Solicitations

Exp. Date	Name	Delivery Method	Solicitation Type
7/2020	AUS2030 Program Manager	Standalone Non-Professional Services	RFP – Request for Proposals
4/2020	GIS Consultant	Standalone Non-Professional Services	RFP – Request for Proposals
4/2020	Aviation Planning Services	Standalone Professional Services	RFP – Request for Proposals

For more information after a solicitation has been issued, check the **City of Austin's Open Solicitations:**

[https://www.austintexas.gov/financeonline/account\\_services/solicitation/solicitations.cfm](https://www.austintexas.gov/financeonline/account_services/solicitation/solicitations.cfm)



# Airport Security Construction Requirements

Gary Carper

AIRPORT SECURITY MANAGER

THE AIRPORT OF CHOICE  
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# Airport Security Program



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**Transportation  
Security  
Administration**

- The City of Austin Department of Aviation is responsible for ensuring that all federal, state, and local security requirements pertaining to the operation of an airport are met.
- The measures we utilize are specified in our Airport Security Program. Contractors are provided with an amended version of these measures in the “Section 01555 – Security Requirements” document found on the Department of Aviation homepage under the ‘Business’ tab, ‘Construction and Design Resources for the Airport’ link.
- While there is onsite TSA oversight of our activities, coordination of activities and normal communications with contractors will be through a DOA assigned project coordinator/manager and/or DOA security representatives.



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# Noncompliance Issues



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- Though rare, AUS, contractor companies and individual employees can face both criminal and civil charges for failure to comply with the measures of the Airport Security Program. Generally, these are limited to seemingly intentional or severe violations or repeated violations of a less severe nature.



**Transportation  
Security  
Administration**

- On the civil side, fines can range from in excess of \$13,000 for an individual to in excess of \$500,000 for a company.
- Contractors must work with AUS to ensure that security requirements are met.



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# **3 Common Contractor Security Measures**

- 1) ISOLATION OF WORK AREAS**
- 2) CONTROL OF TOOLS/MATERIALS WITHIN SECURITY AREAS**
- 3) BADGING OF WORKERS**

# Isolation of Work Areas

- Work areas within sensitive security areas will often be barricaded, fenced out, or otherwise isolated.
- While care must be taken on how workers/materials access the areas, isolation of the areas does allow contractors more freedom within the work areas.
- Planning/coordination must also be made on how the areas will be integrated back into active areas.

# Control of Tools Material

- While mainly a concern with passenger areas of the terminal, all security areas may have specific procedures on how tools and materials may be brought into the areas.
- There are security aspects included in this requirement (such as preventing passengers from being able to access prohibited tools/items within boarding gates areas); however, operational requirements are often the larger driver.
- Work times, material delivery times, and staging times can all be affected by operational needs due to the nature of the airport environment.
- While a delivery may be turned away by an Airport Security representative due to lack of coordination with the Airport Project Manager, this is normally due to operational limitations instead of a specific security requirement.





# Badging of Workers

When work will occur inside security areas, such as the terminal or airfield, the vast majority of workers will be required to be 'badged' by the Airport.

- Requirement under US CFR 1542.209
- General qualifications for this badging process:
  - Person be eligible to work within the US (standard I9 verification requirements)
  - Person pass DHS Security Threat Assessment
  - Person not be convicted of any disqualifying convictions within the last 10 years
    - Approximately half of the 28 disqualifying convictions are related to US DOT (FAA) or US DHS (TSA) violations (such as interference with a flight crew or screening officer) and the remaining disqualifying convictions are various felony charges (or any level of weapons offense)

# Badging of Workers

- The badging process is conducted by AUS – no other entities can conduct this process on behalf of AUS.
- It is fingerprint based – persons must present themselves to AUS to have their identity verified and fingerprints taken.
- Turnaround time is approximately 2 weeks for those born within the US, the STA can take a longer time for those born outside the US – the Airport does not control this time.
- Cost – Badging costs for direct contracts of the Airport are often covered as part of the project, for other projects the standard cost is currently \$80 per person. Contacts for badging communication will generally be limited to the general contractor or tenant representative.





# Badging of Workers

- Employees performing short-term assignments or of a transient nature (such as haul truck drivers) may be ‘escorted’ in lieu of being badged in certain situations.
- Under an escort, an Airport badged contractor may escort an unbadged worker in security areas. The badged employee is responsible for the actions of the unbadged employee during an escort. The primary function of the badged employee during an escort should be ‘escorting’.
- General escort procedures are provided in the ‘Section 01555 – Security Requirements’ document mentioned earlier; however, alterations to these procedures can often be made through the Airport to better suite the project.



# Information Flow

The most prominent issues encountered during projects result when line level employees are unaware of or fail to follow security procedures established with general contractor managerial staff.

A good comparison would be with a safety program. If a contractor has adequate procedures in place to ensure that safety procedures are followed, they will likely be able to similarly ensure that security procedures unique to working at the Airport are followed.

Continual communication and coordination with AUS project and security staff combined with flow of information down to line level contractor employees will ensure no security issues are encountered.



# Capital Contracting Office (CCO)

Rolando Fernandez  
OFFICER

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# Procurement & Contracting Services

## Professional Services

- Architectural/Engineering
- Surveying
- Landscape Architecture
- Comprehensive Planning
- Commissioning

## Construction Services

- Invitation for Bid
- Alternative Methods

## Contracting Services





# Design-Bid-Build

## Design: Professional Services

- RFQ (Request for Qualifications)
  - Scope (project specific)
  - Rotation list (discipline-specific)

## Bid Build: Construction Services

- Traditional bid method
- Award to lowest responsible & responsive bidder



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# Professional Services Procurement Process

- Qualification Based Selection (QBS) process to select most qualified
- Qualifications and similar experiences are key considerations
- Qualifications evaluated on criteria relevant to specific scope
- Price/cost of services is not a part of the evaluation process
- Evaluations are conducted by a team of qualified City staff
- Council considers and approves award
- Contract development and negotiation



# Professional Services Procurement Process

Consideration Item	Title	Maximum Point Value
1	MBE/WBE PROCUREMENT PROGRAM	N/A
2	TURNED IN ALL REQUIRED DOCUMENTS	N/A
3a	TEAM'S STRUCTURE	10
3b	TEAM'S PROJECT APPROACH	20
4	EXPERIENCE OF KEY PERSONNEL	15
5	PRIME FIRM'S COMPARABLE PROJECT EXPERIENCE	15
6	MAJOR SCOPES OF WORK – COMPARABLE PROJECT EXPERIENCE	20
7	TEAM'S EXPERIENCE WITH AUSTIN ISSUES	10
8	CITY OF AUSTIN'S EXPERIENCE WITH PRIME FIRM	10
	TOTAL	100

# Rotation Lists

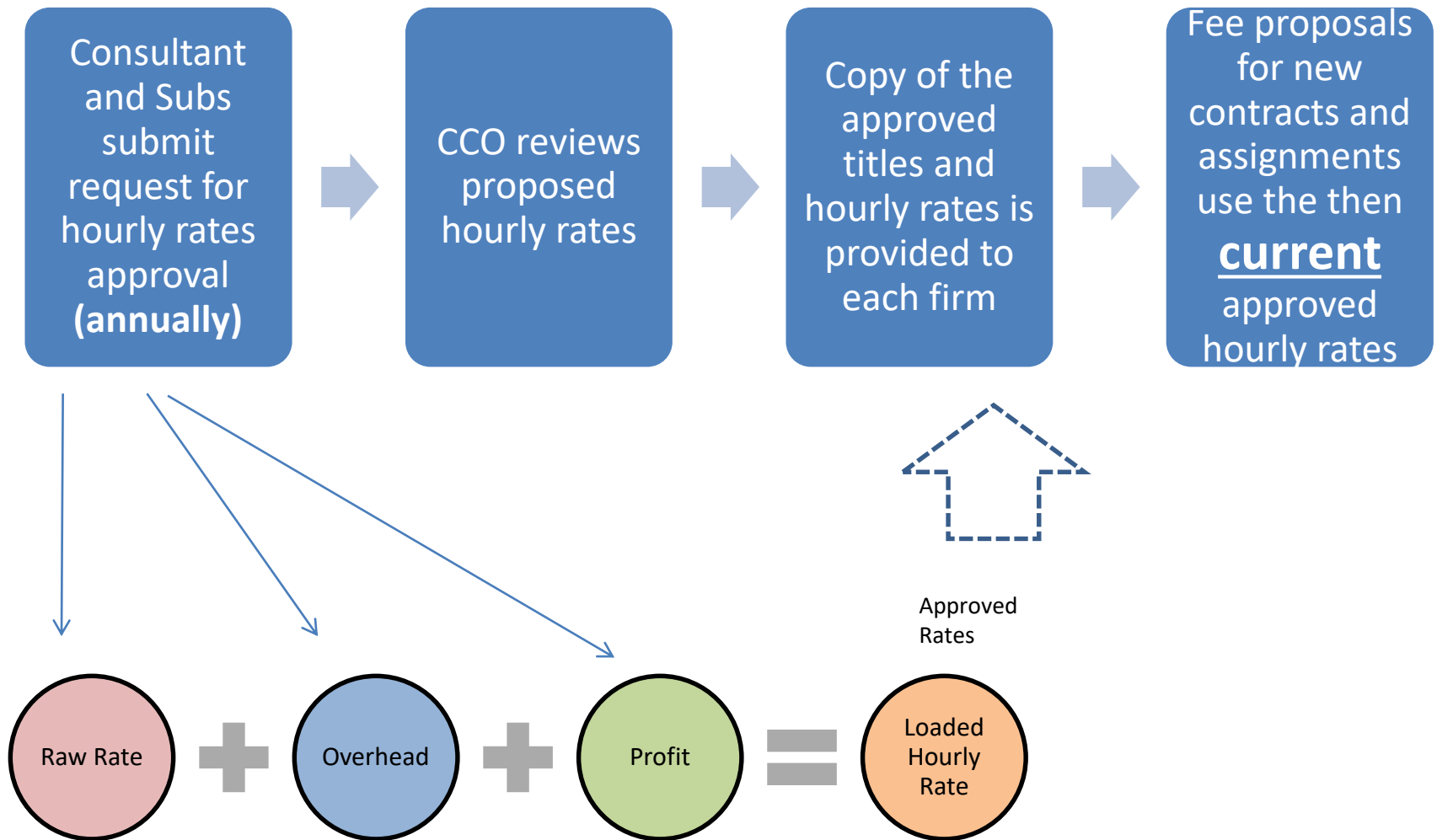
56 RL: qualified consultants available to perform a specific type of recurring work in a timely manner:

- Large/Small Scale General Civil Engineering
- M.E.P. Engineering
- Structural Engineering
- AUS General Architectural
- Large/Small Scale Water & Wastewater Facilities Engineering



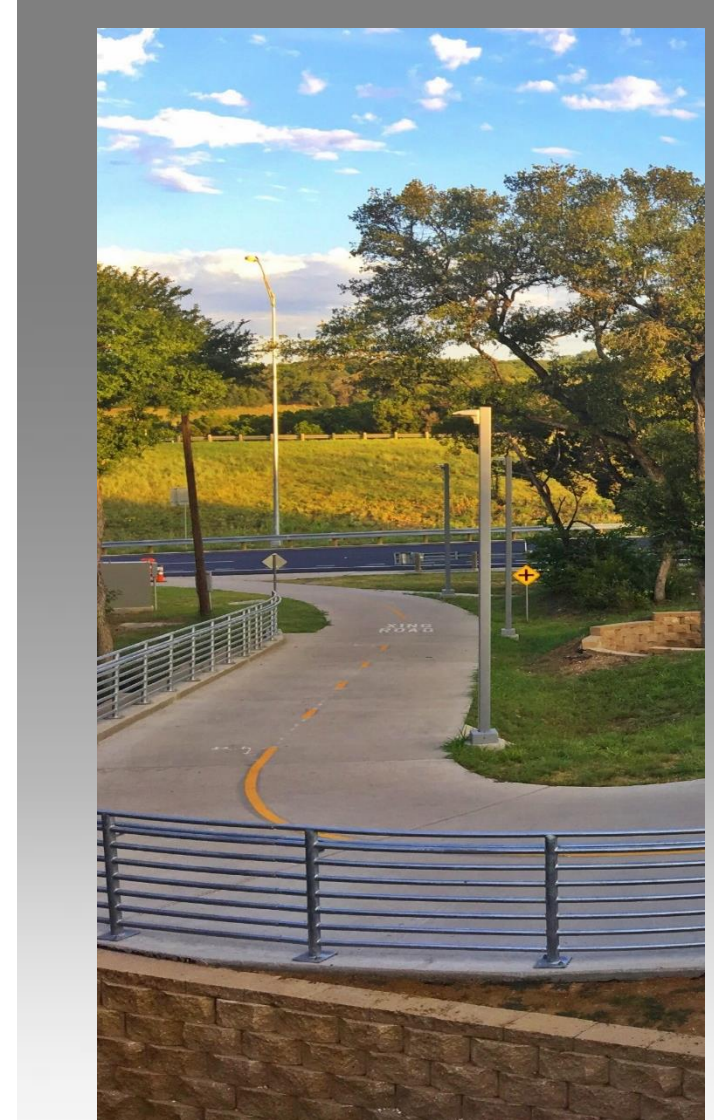
# Hourly Rates Review

*Fair and Reasonable*



# Construction Services Bidding Process

- Plans and project specifications are advertised
- Pre-Bid Conference
- Lowest responsive, responsible bidder
  - City's MBE/WBE/DBE Program
  - Bidder Experience
- Successful bidder completes post-bid documents and affidavits
- Council considers and approves bid award
- Contract development and execution phase begins



# Statement of Bidder Experience - 00400

In order for the City to determine the apparent three (3) low Bidders are responsive, responsible bidders must submit:

- Experience Requirements (General Contractor)
- Project Manager and Superintendent Experience
- Experience Requirements (include Subcontractors for specific construction or technical experience)
- Available Equipment
- Available Workforce
- Current Projects
- Completed Projects





# Alternative Project Delivery



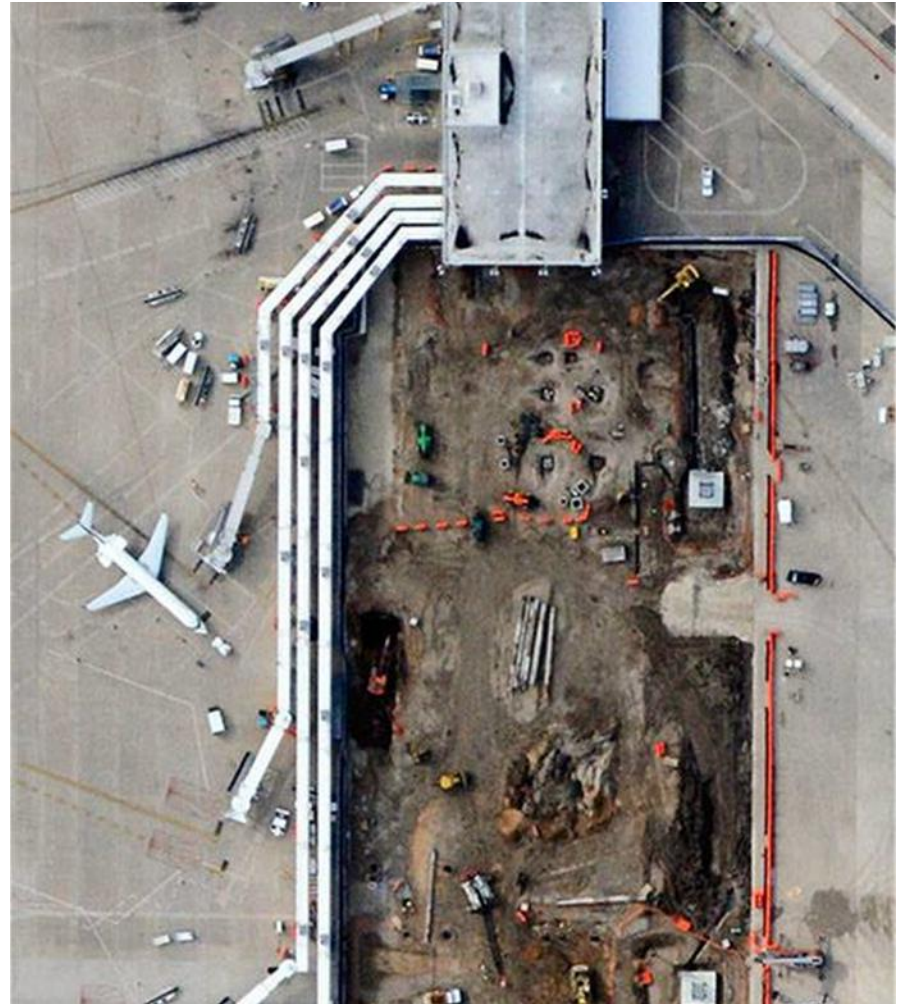
Solicitation method ***alternatives*** to the traditional “design + bid + build”, or “low bid” method

- Construction Manager-at-Risk (CMR)
- Design-Build (DB)
- Competitive Sealed Proposal (CSP)
- Job Order Contract (JOC)

# Alternative Project Delivery

Selection of contractor based on “best value” criteria, including:

- Professional qualifications
- Relevant experience and skills
- Ability to perform and deliver project
- Cost of project
- Other criteria included in the solicitation



# Prevailing Wage Program

Davis Bacon and Texas Statute 2258 mandate prevailing wages be paid for all public construction projects.

- Wage classifications, minimum wages, and overtime
- Apprentices must be registered in a DOL approved program or be paid journeyman wages
- Wage Rate Determination Scales
  - Heavy and Highway
  - Building Construction

COA Living Wage



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# Construction Training Program

<b>Project Budget</b>	<b>Apprentice/Graduate/OJT Trainee/*CR Trainee Goal</b>
\$500K to \$2.5M	2 - Pipeline
Over \$2.5M to \$5M	4 - Pipeline
Over \$5M to \$10M	6 - Pipeline
Over \$10M (Significant Budget)	Apprentice/Graduate/Trainee Minimum 15%

\*CR refers to “Construction-Ready” trainee- graduate of an organization who provides pre-employment training related to construction.

# Contacts

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[Beverly.Mendez@austintexas.gov](mailto:Beverly.Mendez@austintexas.gov)

Division Manager: Garrett Cox, 512-974-9423  
[Garrett.Cox@austintexas.gov](mailto:Garrett.Cox@austintexas.gov)



# Small & Minority Business Resources Department (SMBR)

Edward Campos  
INTERIM DIRECTOR

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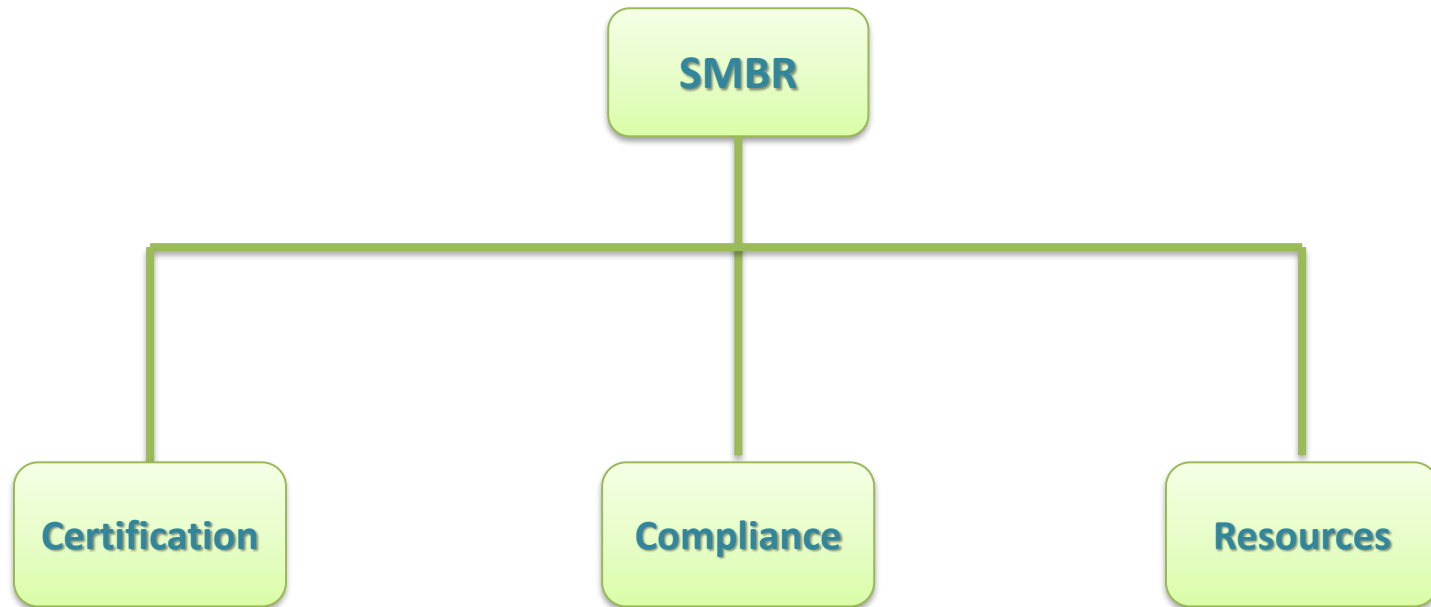


# Mission Statement

**The mission of the Small & Minority Business Resources Department is:**

**To administer the MBE/WBE/DBE/ACDBE Procurement Program; and Provide development opportunities and resources for small businesses so that they can have affirmative access to city procurement opportunities and show productive growth.**

# SMBR Divisions



# Small & Minority Business Resources Department (SMBR)

Elton Price  
CERTIFICATION DIVISION MANAGER

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# Certification Types

Types of Certification offered by the City of Austin	Certification	Projects/ Funding Source	Applicants' Max PNW	Site Visit
Minority-Owned Business Enterprise (MBE)	COA Certifies	City of Austin projects & funding	\$1,565,000	COA Discretion
Women-Owned Business Enterprise (WBE)	COA Certifies	City of Austin projects & funding	\$1,565,000	COA Discretion
Dual Certification - Minority Female (MBE/WBE)	COA Certifies	City of Austin projects & funding	\$1,565,000	COA Discretion
Disadvantaged Business Enterprise (DBE) / Airport Concession Disadvantaged Business Enterprise (ACDBE)	COA Certifies	Federal funding	\$1,320,000	Federal Requirement

Historically Underutilized Business (HUB) is a certification program offered by the State of Texas. The State of Texas accepts City of Austin certified Vendors as candidates for HUB certification for qualified applicants.

# Small Business, Social & Economic Disadvantage

- Educate constituents and participants on program
- Must be a small business as defined by Small Business Administration (SBA)
- Must not exceed Personal Net Worth Limits
- Fifty-one percent (51%) must be owned by an socially and economically disadvantaged individual
- Presumed Groups
  - Minority
    - Asian-American, African-American, Native American, Hispanic
  - Women
- Must have experience directly related to the firm's scope of work
- Must manage & control day-to-day operations

# Small & Minority Business Resources Department (SMBR)

Jolene Cochran  
PROGRAM COMPLIANCE  
COORDINATOR

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# Compliance Division

Responsible for enforcing the Local MBE/WBE & Federal DBE/ACDBE Programs on City procurements from solicitation to the completion of a project.

- Educate constituents and participants on program requirements
- Coordinate & Assist with minority outreach efforts
- Make appropriate goal determination to meet MBE/WBE participation and DBE/ACDBE program goals
- Review & track MBE/WBE/DBE/ACDBE utilization
- Perform audits
- Facilitate conflict resolution meetings
- Determine contractor compliance

# Good Faith Efforts

## Good Faith Effort Process include:

- Justification for not meeting MBE/WBE/DBE/ACDBE goals
- Notify certified firms (fax, e-mail, mail or phone)
- Publish notice in local publication
- Seek service of minority and women organizations
- Contact SMBR for assistance
- Select portions of work that will increase MBE/WBE/DBE/ACDBE opportunities
- Assist MBE/WBE/DBE/ACDBE firms with bonding, lines of credit, and insurance

# Q&A

