



ADDENDUM – Q&A

September 22, 2021

Request for Qualifications #MVY RFQ 2021-06

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1.0 PURPOSE OF THIS ADDENDUM

The Martha's Vineyard Airport is issuing this Amendment for:

- Provide information asked of Martha's Vineyard Airport through e-mailed questions, and inquiries shared during the zoom portion of the optional On-Call Consultant Pre-Submission Meeting, September 15, 2021.

2.0 QUESTIONS & ANSWERS

Question 1: A) The Standard Designer Application Form is not included in Attachment 1. Will you provide a copy?

B) Can you please confirm consultants should include a DSB 255 form with their submittal?

Answer: AMENDMENT #1, issued September 16, 2021 is to identify the Massachusetts Standard Designer Application Form, as a replacement of two other forms requested in section 1.5 Qualifications Requirements, of the RFQ. AMENDMENT #1 also includes a copy of this form.

Question 2: Is there a DBE percentage or goal for this project?

Answer: Our goal is 2.5%- 5%, which we often struggle to reach. Our goal for this RFQ is to have DBE participation at whatever level you can provide. DBE participation is strongly recommended and will be weighted in the review process.

Question 3: What about hiring multiple consultants including Architectural or Environmental consultants? Is the airport planning on breaking out the consultant service contracts?

Answer: The Airport does not plan on breaking out the individual types of services. The airport reserves the right to bring on additional consultant(s) to get expertise if it deems necessary for the project at hand.

Question 4: Page 8 of the RFQ: Proposed CIP projects in 2022 – MassDOT ASMP projects, specifically the airfield pavement rehabilitation - paving and gravel, breathing apparatus gear, and Wastewater Treatment plant. Are you looking for the consultant to handle those projects? If so, could you those with more of the scope of each project?

Answer: The Airport is in the process of reviewing the CIP, reevaluating as we move towards budget season. SCBA will be done internally. There may be some consulting requested as we move through the project. The Wastewater Treatment Plant Upgrade is a very large non-eligible project. We are looking to utilize the state revolving fund through MassDEP for funding, as well as other avenues of grants to offset the costs. Initial conversations with MassDOT have taken place, which we are still pursuing.

Question 5: Does one of your requested consultant services include Wastewater Treatment? If we don't have it in-house, should we pick up a subcontractor with Wastewater capabilities?

Answer: Yes. The Wastewater Treatment Facility Upgrade is a significant project for the Airport that is currently under contract.

Question 6: Page 6, 1.2, Second paragraph, last sentence: "Each Consultant's submittal should represent as completely as practicable, the Consultant's experience in all areas of Airport planning, design, engineering, construction management and general airport consulting services." Within discussion, several other services have been mentioned

including noise control plans, aviation architectural services (terminal and hangar), and civil structural, electrical mechanical and economic impact services. Should the firm you're looking for try to incorporate all of those services as part of their team?

Answer: Yes.

Question 7: One of the items talks about Passenger facility Charges. Do you have an approved PFC and would it be modified or changed as part of some of the proposed improvements?

Answer: Yes, we have an approved PFC program in place. PFCs are an ongoing process. We are currently in the middle of several PFC projects that still have a few more years left on them. The PFC program has been renewed with the FAA. Additional projects will be evaluated and the process for submission has been taken in house.
