



CITY OF HOUSTON

Sylvester Turner

Mayor



HOUSTON AIRPORT SYSTEM

George Bush Intercontinental ~ William P. Hobby ~ Ellington Airport

Mario C. Diaz
Director of Aviation

October 23, 2023

SUBJECT: Letter of Clarification No. 4

REFERENCE: Request for Qualification (RFQ) for Design-Build-Operate-Maintain the Skyway APM System Replacement at George Bush Intercontinental Airport (IAH); Solicitation No. HJA-APMDBOM-2024-005.

To: All Prospective Respondents:

This Letter of Clarification is issued for the following reasons:

I. CORRECTION to responses to the following questions:

1. **Question:** Would HAS agree that the running surfaces/plinths are considered Major Subsystems of the APM Operating System and need to be replaced completely?

Response: All subsystem equipment shall be removed and replaced with new. The City requires all subsystems to be completely replaced, including the guideway plinths, guidrails, switches and power rails. Embedded hardware, such as anchor bolts and rebar, may be reused if it works within your chosen Operating System and design.

2. **Question:** Sections 5.2.4 and 5.2.11 outline the City’s objective to “Maintain, provide or support passenger movement and throughput between terminals in support of the airline and HAS operations throughout all phases of the project” and the City’s emphasis on Customer Experience, respectively. Any requirement to remove and replace the running and guidance surfaces, guideway switches, and PDS system will necessarily require a complete shutdown of the SkyWay operation for several years, which will cause severe impacts to passenger movement and Customer Experience. These impacts can be avoided, since these assets can be reused as-is or refurbished to meet the desired service life requirements outlined in section 10.7.2.6 with minimal to no impact on continued operations during the build phase of the project, and as the IAH APM Condition Assessment of October 2021 states that the useful service life of the infrastructure assets is 35-40 years (Section ES.4) with limited refurbishment activities, exceeding the 30-year design service life requirements of RFQ section 10.7.2.6. Multiple APM technology suppliers have project experience not only with rehabilitating these types of assets but also upgrading signaling, central control, and communications subsystems and delivering new rolling stock with minimal to no disruption to system operation. In order to avoid severe disruptions to Skyway operations and meet the City’s objectives outlined in 5.2.4 and 5.2.11, will the City please clarify that full removal and replacement of the running and guidance surfaces,

October 23, 2023
RFQ Design-Build-Operate-Maintain Skyway APM System at IAH
Solicitation No. HJA-APMDBOM-2024-005

guideway switches and the PDS is not a requirement of the project and that these assets may be refurbished or modified as needed to accommodate the Proposer's technology and meet the specified asset life requirements?

- (a) Several of the HAS core values referred to in Section 5.1.2 align with a strategy to reuse or refurbish the assets that meet or exceed the design service life requirements of RFQ section 10.7.2.6. Preventing the long shutdown of the system and the higher burden on the City's budget and taxpayers caused by the replacement of these assets would support the HAS core values to "wow" the customers through a "can do" attitude", to respond effectively, to be flexible and adaptive in a changing business environment and to encourage continuous improvement after the previous RFQ, amongst others. In this context, will the City please clarify that full removal and replacement of the running and guidance surfaces, guideway switches and the PDS is not a requirement of the project?

Response: All subsystem equipment shall be removed and replaced with new. The City requires all subsystems to be completely replaced, including the guideway plinths, guiderails, switches and power rails. Embedded hardware, such as anchor bolts and rebar, may be reused if it works within your chosen Operating System and design. Additionally, this includes all existing PDS equipment, wiring and cabling. The PDS Fixed Facilities structures do not have to be demolished but the City requires/allows for the demolition and reconstruction of any Fixed Facilities to the extent that it is required to accommodate the Contractor's proposed technology and in accordance with the Contract requirements.

When issued, Letters of Clarification (LOC(s)) shall automatically become part of the solicitation documents and shall supersede any previous specification(s) and/or provision(s) in conflict with these LOC(s). LOC(s) will be incorporated into the Contract as applicable. It is the responsibility of the respondents to ensure that it has obtained all such LOC(s). By submitting a response on this project, respondents shall be deemed to have received all LOC(s).

If further clarification is needed regarding this solicitation, please contact Jorge Ardines, Sr. Procurement Specialist, via email at jorge.ardines@houstontx.gov.

DS
DE
DocuSigned by:
Cathy Vander Plaats
02232028DE99414...

DS
AO
Cathy Vander Plaats
Aviation Procurement Officer
Houston Airport System

CVP/ja

cc: Alfredo Oracion
Dallas Evans
Solicitation File