

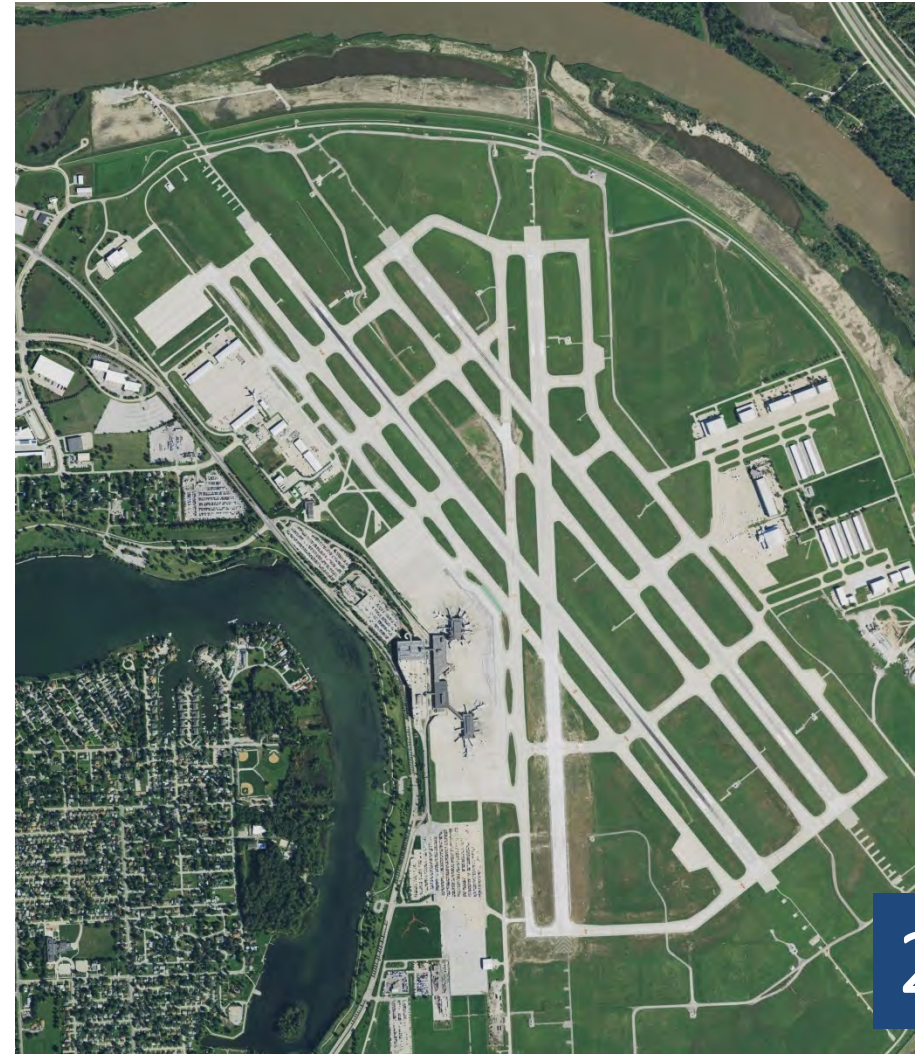


June 13, 2018

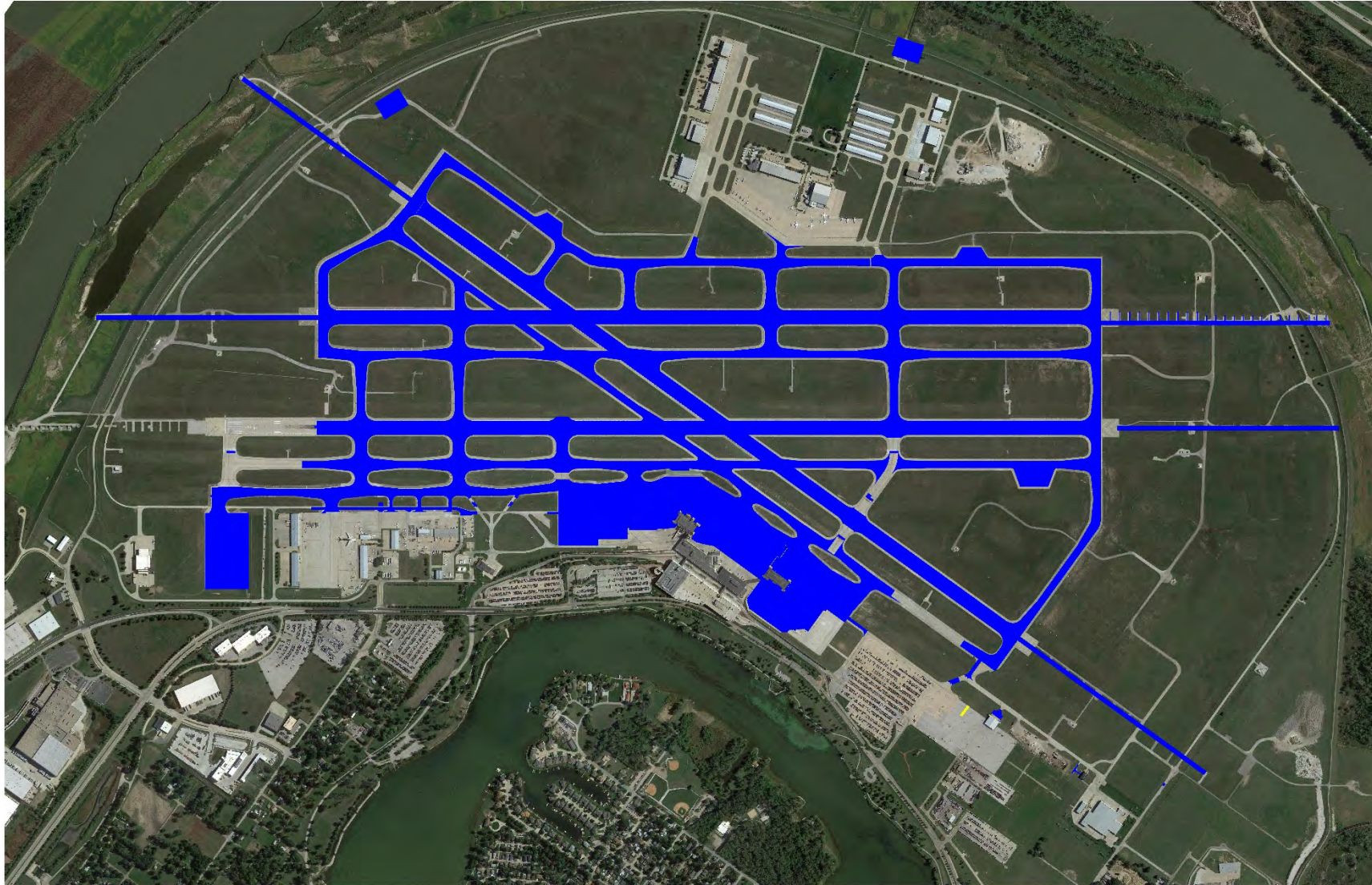
Omaha Airport Authority Eppley Airfield

Terminal Development Program Industry Day

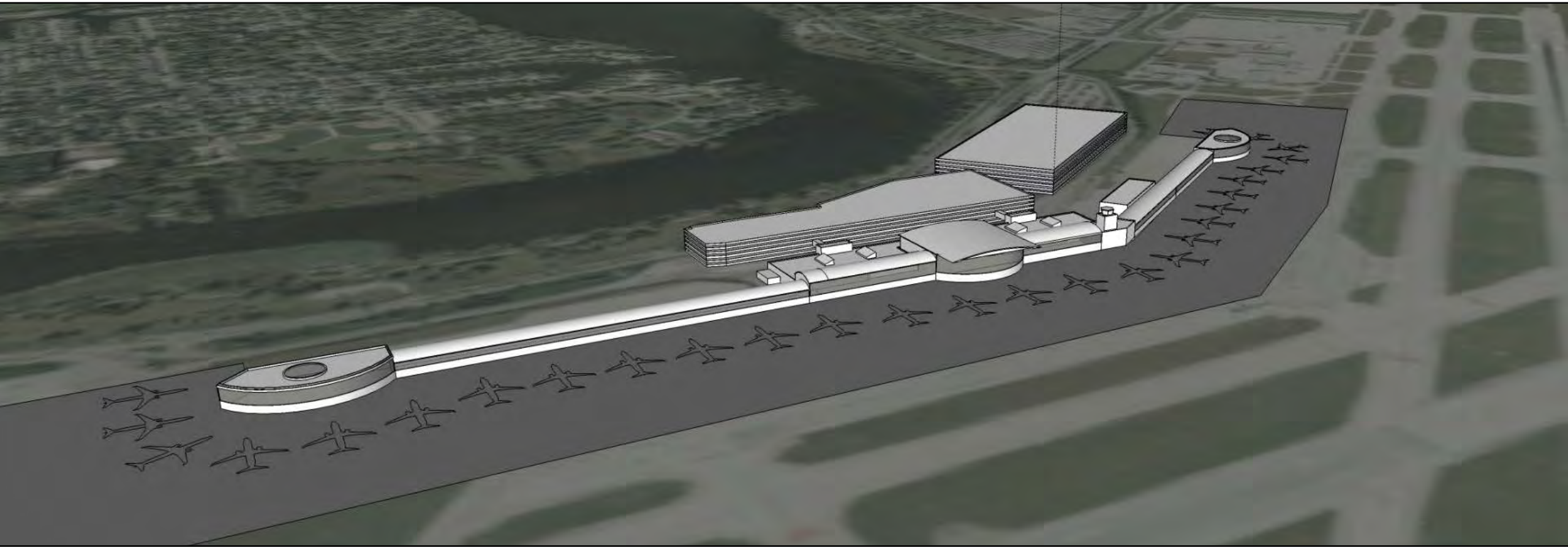
Previous Master Plan Results



OAA Airfield Improvements 1998-2017



Terminal Development Program



Agenda

✍ Introduction	Dave Roth, Executive Director
✍ Eppley Airfield Activity Trends	Steve McCoy, Manager of Airline Affairs
✍ Master Plan Overview	Jim Wilson, Master Plan Facilitator
✍ Delivery Strategy	Clay Paslay, Executive Program Advisor
✍ Procurement	Jim Wilson, Master Plan Facilitator
✍ Staff Augmentation	
✍ Design-Build	
✍ Timing and Process	Jim Wilson, Master Plan Facilitator
✍ Prohibited Communications	Jim Wilson, Master Plan Facilitator
✍ Closing Remarks	Dave Roth, Executive Director

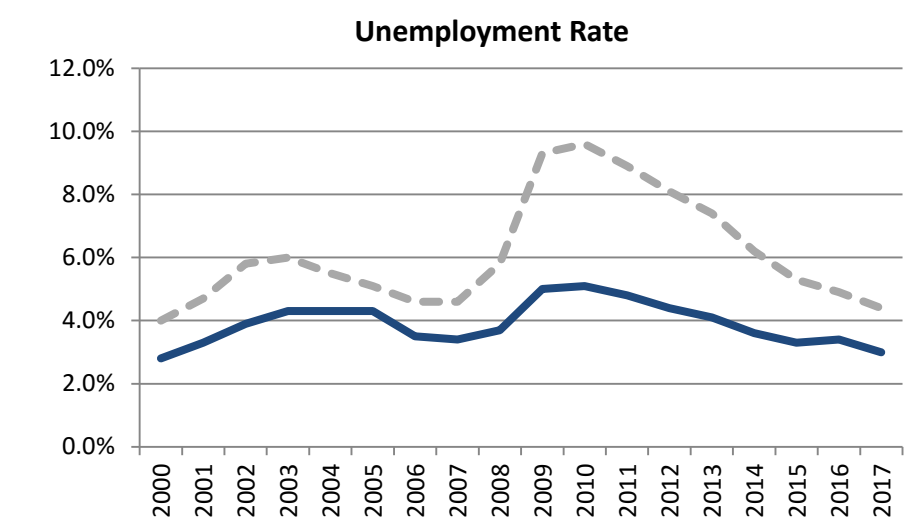
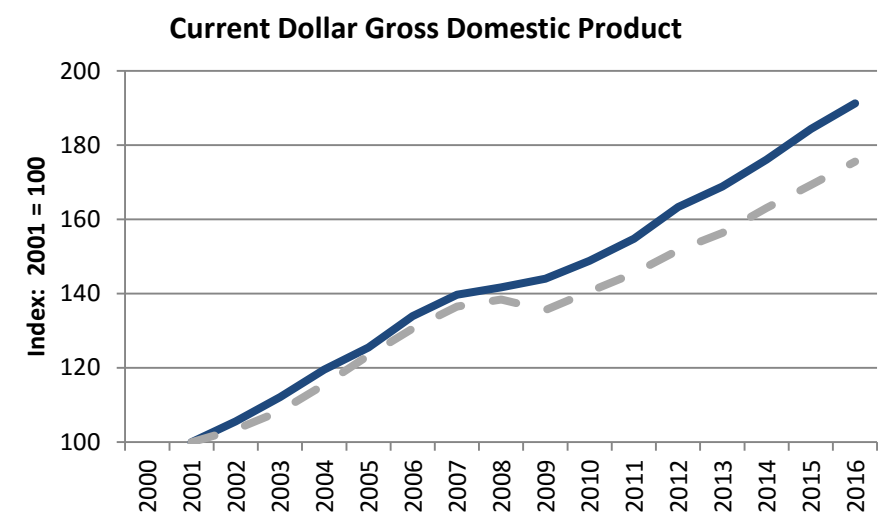
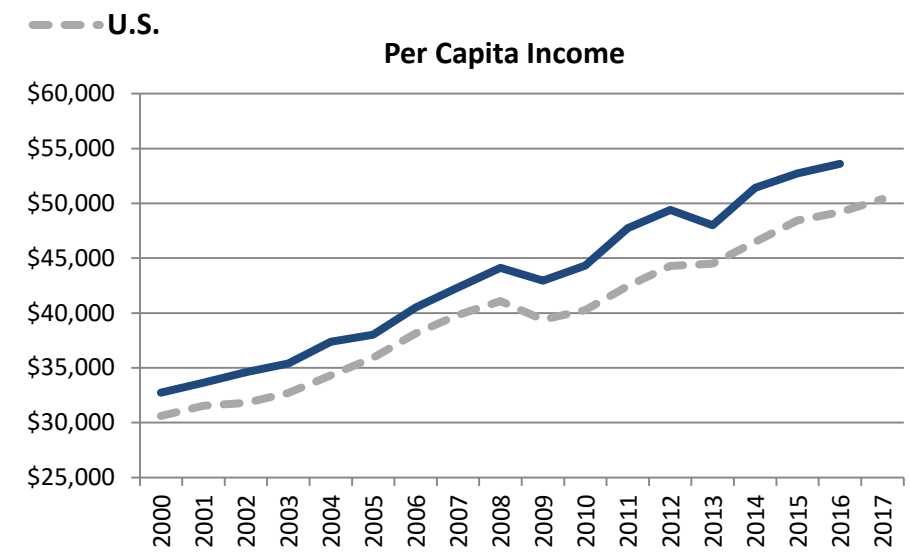
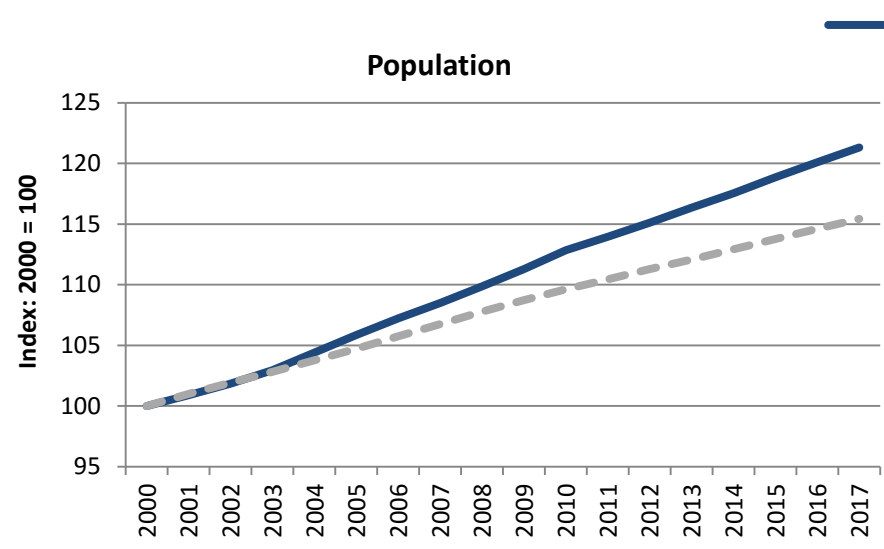


Eppley Airfield Activity Trends

Terminal Development Program Industry Day

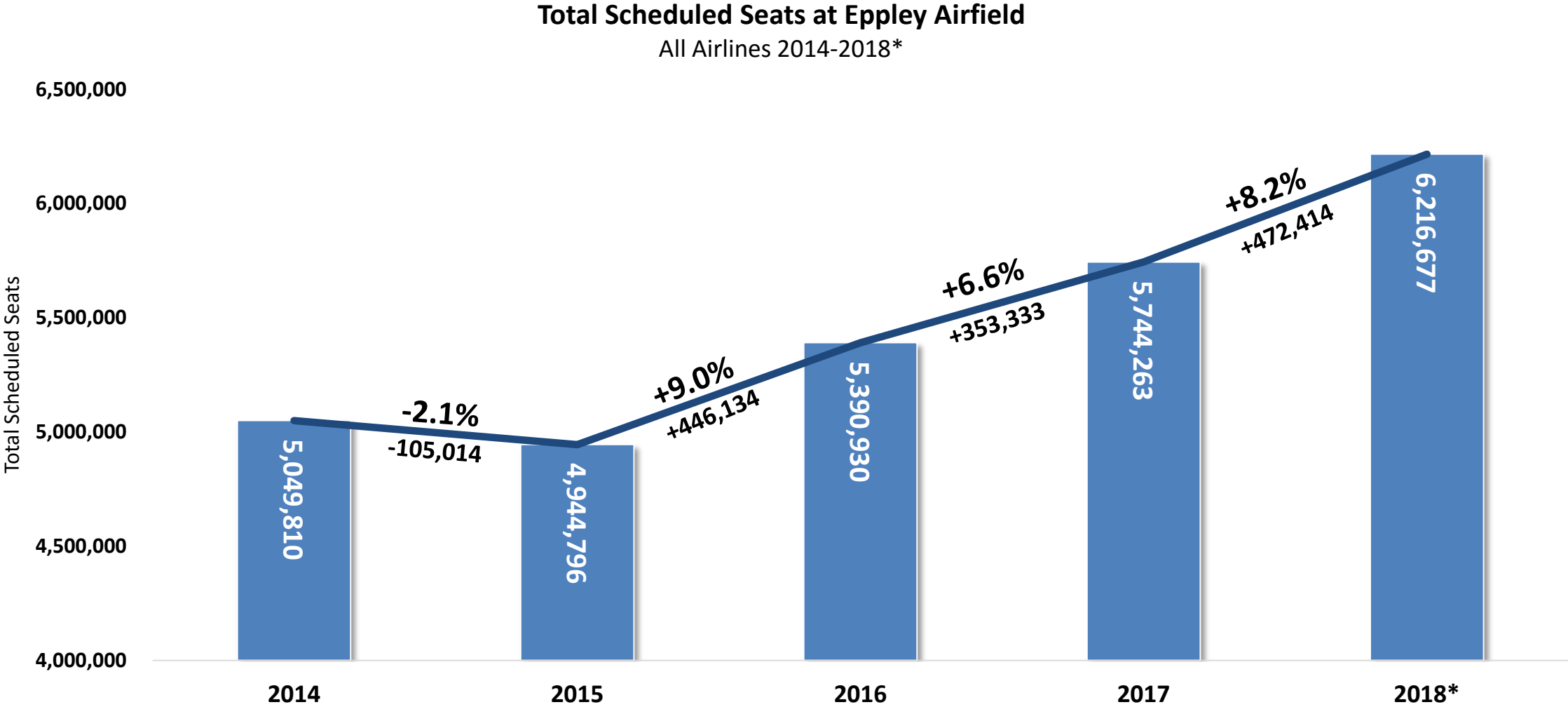


Omaha Demographic and Economic Trends

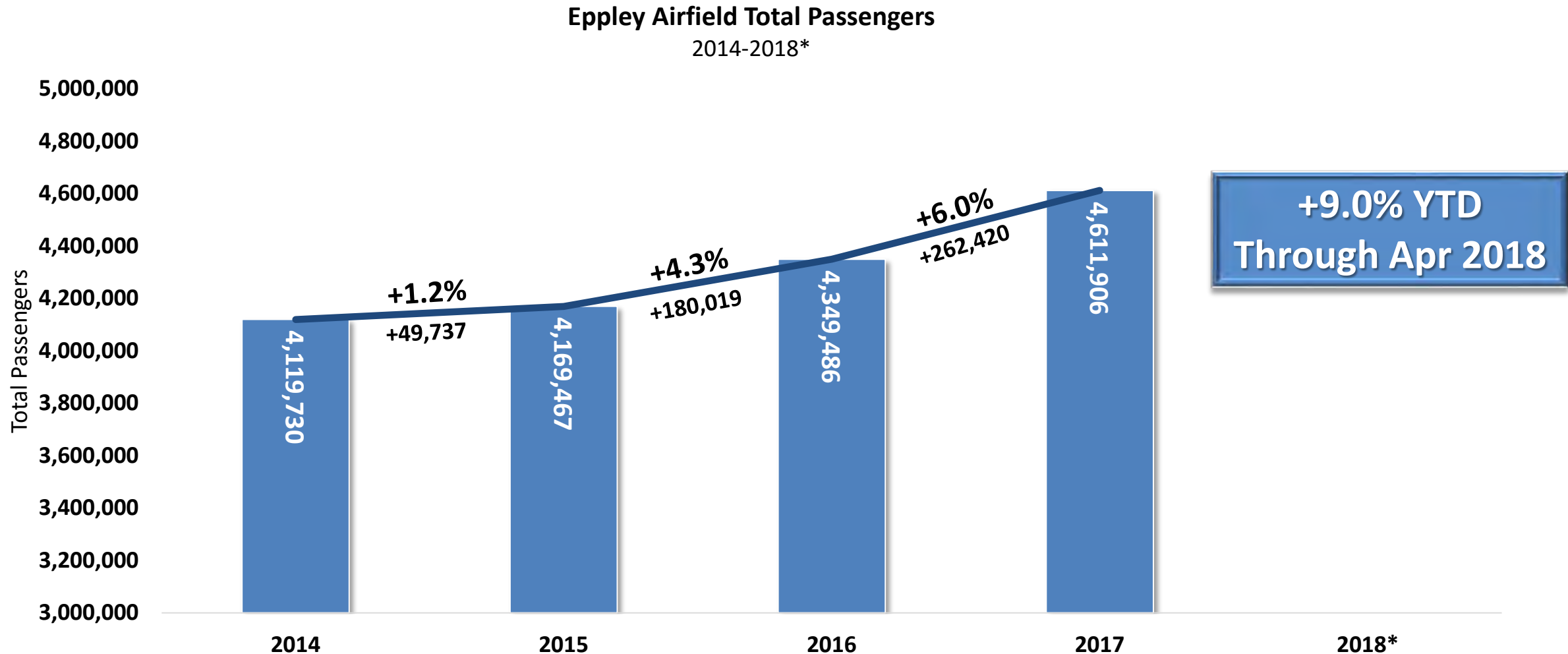


Sources: U.S. Department of Commerce, Bureau of the Census website, www.census.gov, accessed November 2017.
U.S. Department of Commerce, Bureau of Economic Analysis website, www.bea.gov, accessed November 2017.
U.S. Department of Labor, Bureau of Labor Statistics website, www.bls.gov, accessed November 2017.

Airline Capacity Increases



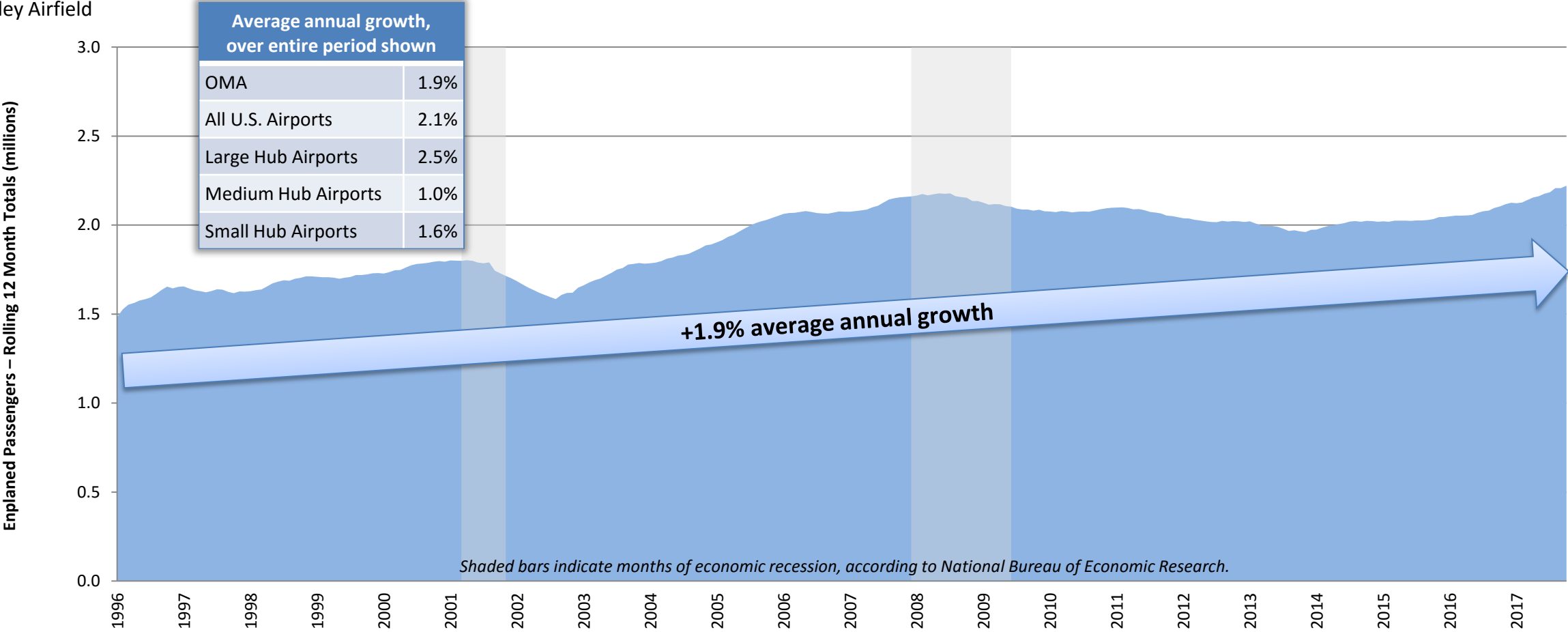
Increasing Passenger Totals





Enplaned Passenger Trends

Enplaned Passengers
Eppley Airfield

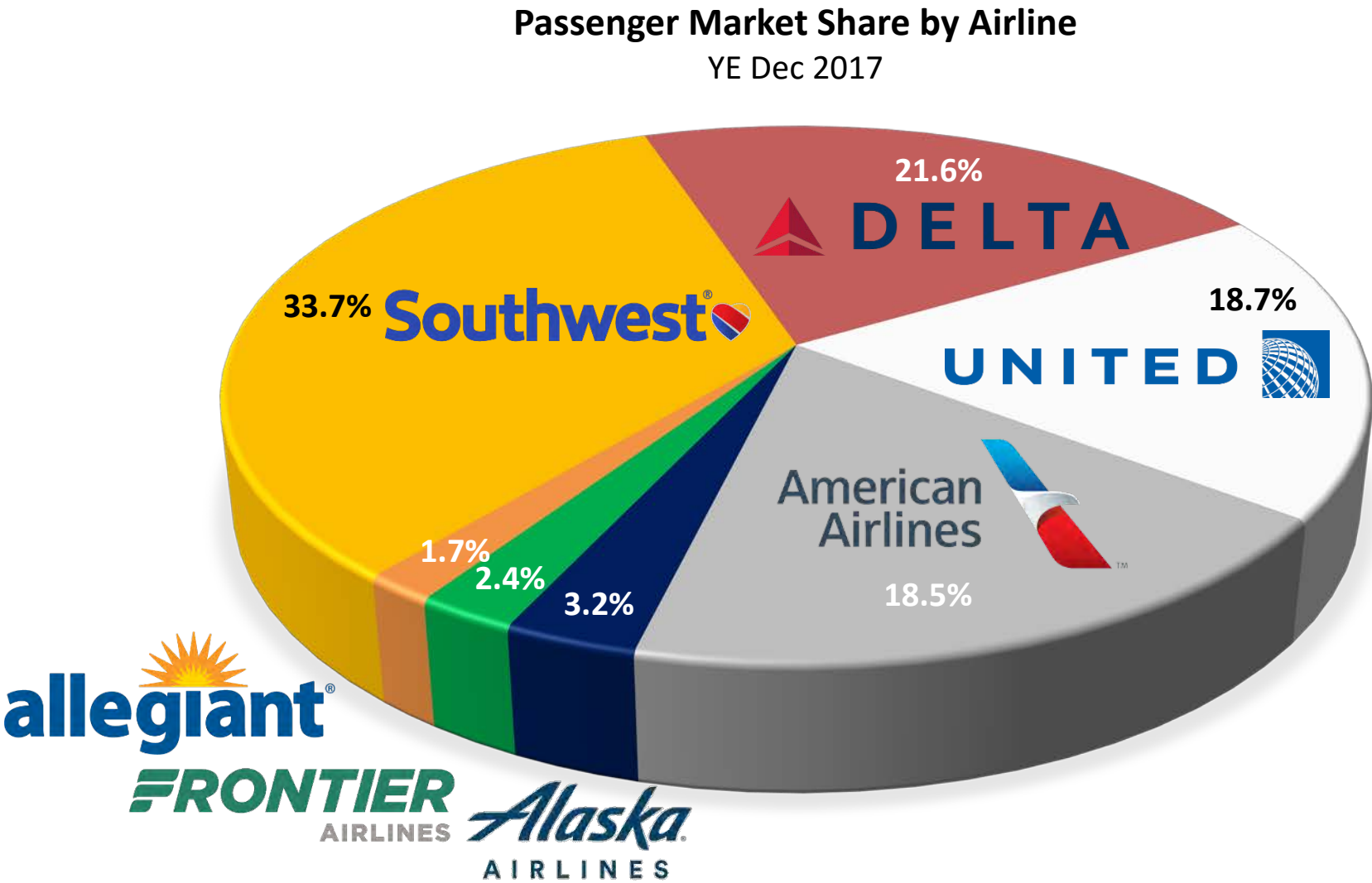


Note: Figures shown may differ from those shown on prior slides due to different data sources.
Sources: U.S. DOT, Schedules T100 and 298C T1.

Airlines Serving Eppley Airfield

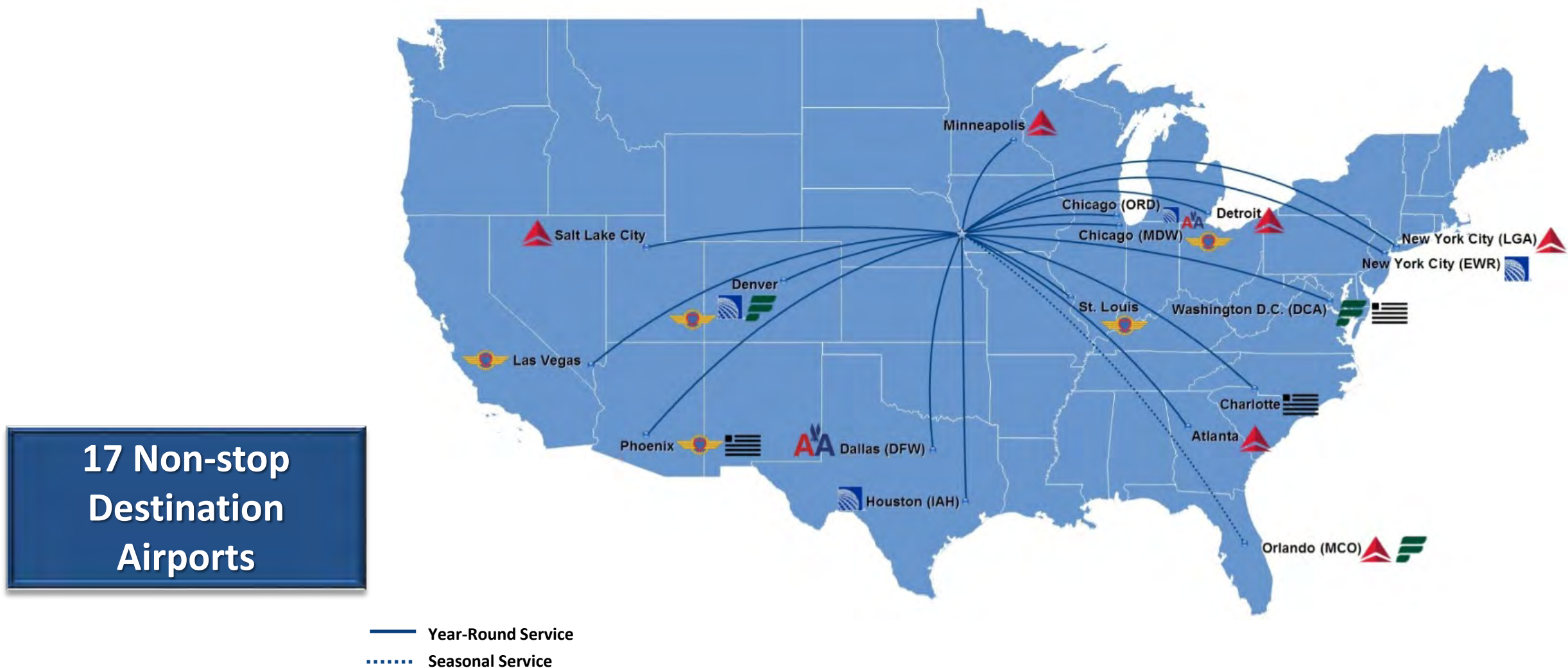


Eppley Airfield Airline Market Share



Source: OAA Traffic Statistics

Nonstop Destination Airports in 2013





Nonstop Destination Airports in 2018

(100% Increase in Non-Stop Destinations since 2013)

Recent Additions Since 2013

Air Canada

- Toronto

Alaska Airlines

- Seattle
- Portland
- San Diego

Allegiant

- St. Petersburg/Tampa Bay
- Orlando/Sanford
- Phoenix/Mesa
- Las Vegas

American Airlines

- Los Angeles
- Miami
- Philadelphia

Frontier Airlines

- Ft. Myers
- Las Vegas
- Philadelphia
- Austin
- San Francisco
- San Antonio

Southwest Airlines

- Los Angeles
- Dallas Love Field
- Washington Reagan
- Houston Hobby
- Tampa

United Airlines

- San Francisco



— Year-Round Service
..... Seasonal Service

34 Non-Stop Destination Airports





Master Plan Overview

Terminal Development Program Industry Day

Master Plan Overview

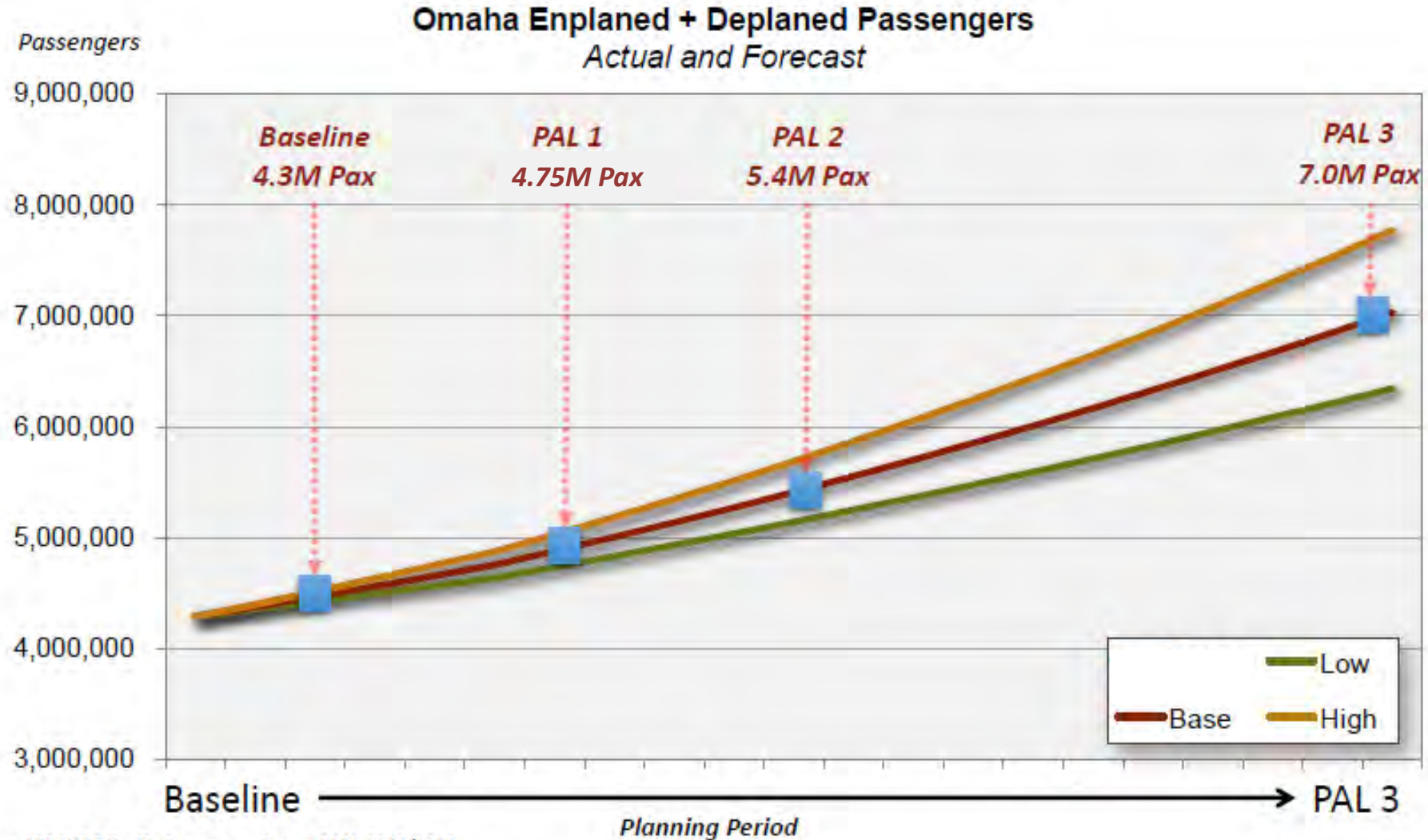
- ✍ Master Plan initiated in late 2011.
- ✍ Analysis substantially complete in early 2014.
- ✍ Focus on landside and terminal facilities; though it also investigated airside, general aviation, cargo and other support facilities.
- ✍ Comprehensive planning team including planners, architects, engineers, and other specialists.
- ✍ An electronic copy of the Master Plan Overview will be provided with the RFP.

Master Plan Objectives

- ✧ Identify the 20-year projected requirements for the Airport including landside, airside, terminal and other support facilities;
- ✧ Develop a need based development plan based on activity at the Airport and level of service trigger points;
- ✧ Maintain customer convenience and improve the customer experience; and
- ✧ Provide a cost-effective, phased implementation plan.



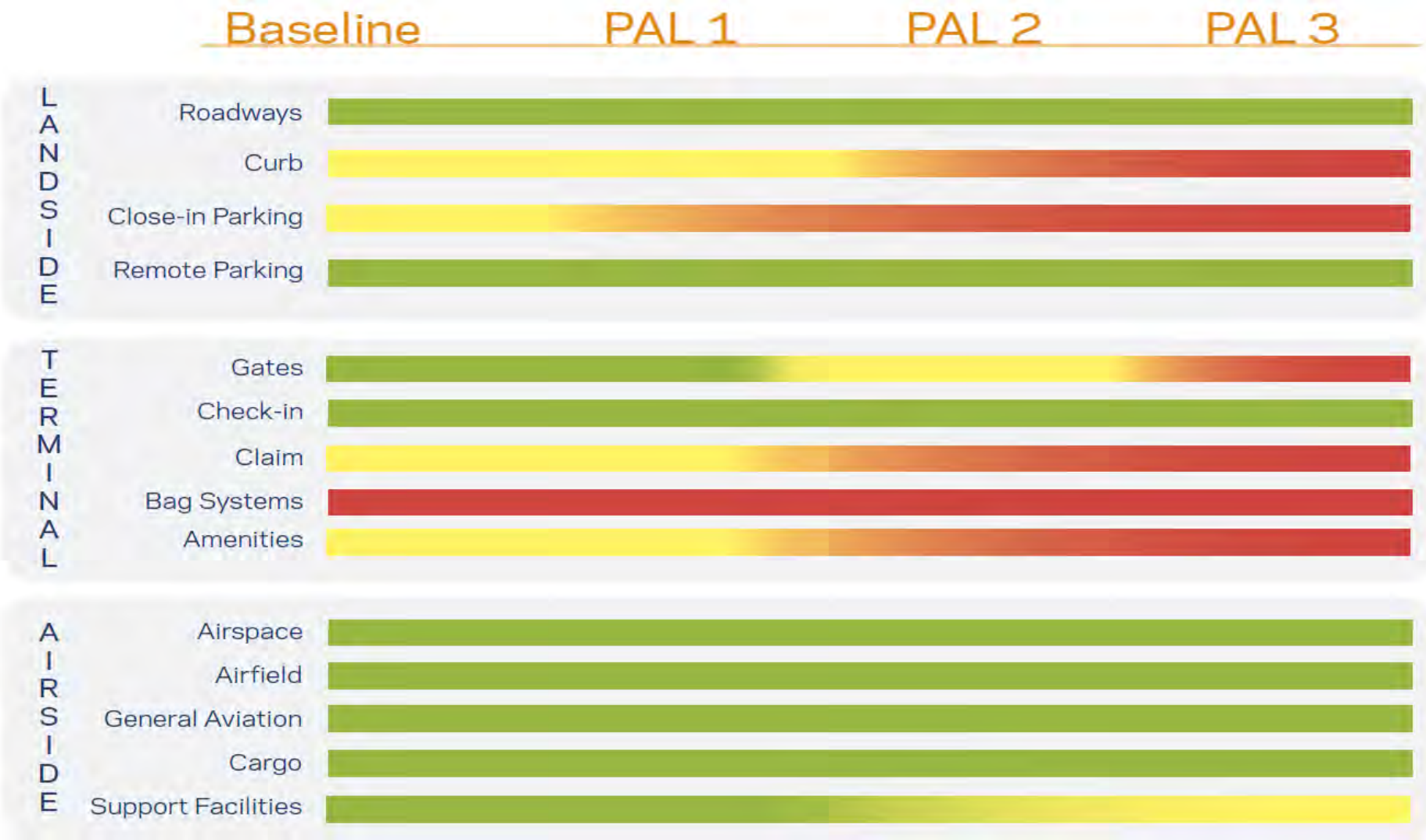
Enplaned Passenger Forecasts



Source: ICF SH&E Traffic Forecast vs Actual OMA 2011/2012



Demand/Capacity Summary



Demand/Capacity Summary

- ✍ Increase close-in structured parking
- ✍ Expanded and more efficient rental car facilities
- ✍ Improve technology (parking, check-in, overall facility, etc.)
- ✍ Consolidate duplicative functional elements for increased efficiency
- ✍ Eight (8) additional gates
- ✍ New central utility plant
- ✍ Longer baggage claim carousels and increased area
- ✍ Single centralized security screening checkpoint with TSA preferred configuration
- ✍ Centralize concessions court beyond the checkpoint to provide additional passenger amenities
- ✍ Inline baggage screening
- ✍ Various airfield and support facilities



Master Plan Capital Improvement Program

- | | Baseline |
|-------|---|
| | 1. Reconstruct Cargo Apron A |
| | 2. Hydrologic Study & Pump Station |
| | 3. Existing Checkpoint Improvements |
| | 4. Existing Curb Improvements |
| | 5. North Parking Garage & Rental Car Facility |
| PAL 1 | 6. Existing Garage Renovations |
| | 7. Terminal Ramp Replacement |
| | 8. Deicing Pad |
| | 9. Build Out IT Infrastructure |
| | 10. Maintenance Facility Expansion |
| PAL 2 | 11. New Central Utility Plant & North Concourse |
| | 12. Main Terminal Expansion and Renovation |
| | 13. Taxiway A South Reconstruction |
| | 14. Runway 14R End, Taxiway W, and North Taxiway A Reconstruction |
| | 15. GA Apron Replacement/Expansion and Taxilane Improvements |
| PAL 3 | 16. Cargo A Renovation, Consolidation & Demolition |
| | 17. Aircraft Waste Disposal Building Relocation |
| | 18. New North Hardstands |
| | 19. North Concourse Expansion Phase 2 |
| | 20. ARFF Facility Renovation |
| | 21. North Garage Expansion Phase 2 |
| | 22. T-Hangar Renovation, Consolidation, Demolition |
| | 23. South Long-Term Economy Parking Lot Expansion |
| | 24. New South Hardstands |
| | 25. South Concourse Expansion |
| Other | 26. New Corporate GA Hangar #1 |
| | 27. New Corporate GA Hangar #2 |
| | 28. New South Parking Garage |
| | 29. Cargo B Facility Expansion |
| | 30. Runway 18/36 Extension |
| | 31. Runway 14R/32L Extension |
| | 32. Taxiway F South Reconstruction |
| | 33. Taxiway D West Reconstruction |





Master Plan Capital Improvement Project List

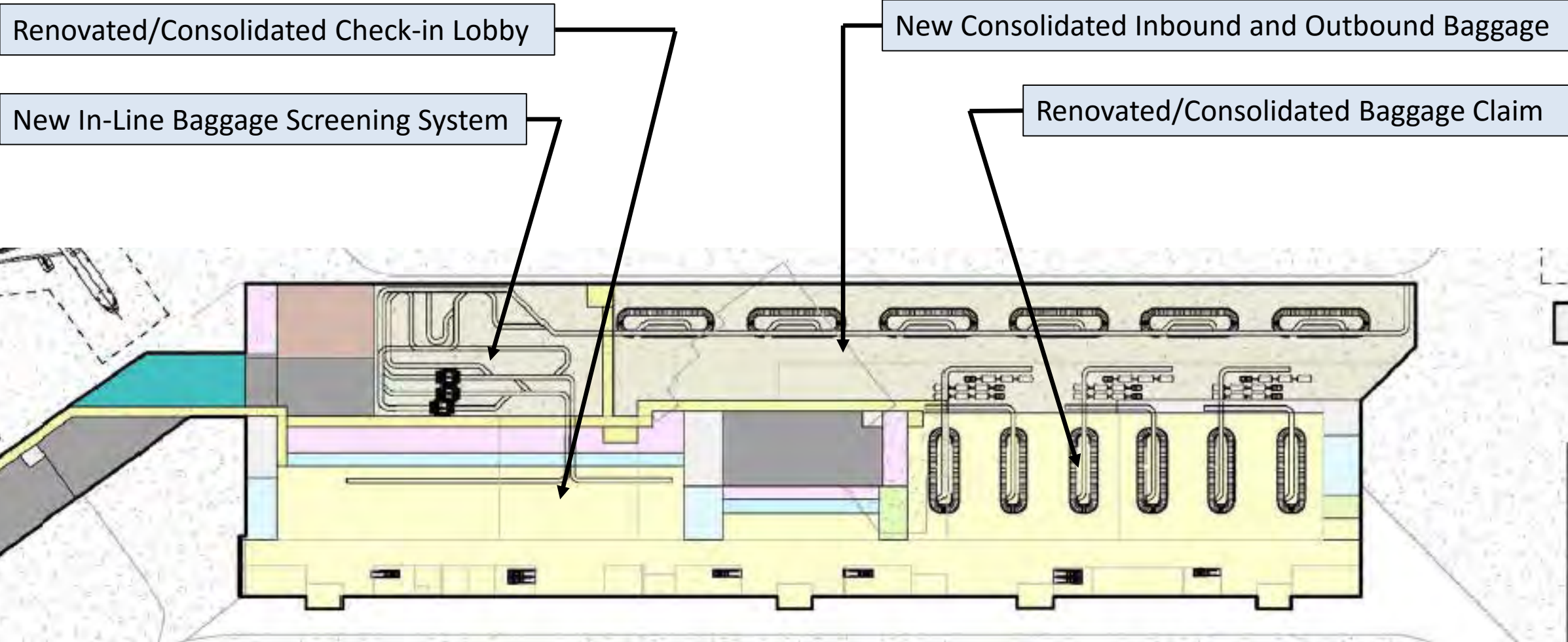
Project Number	Project Name
<u>Short Term – Baseline to PAL 1</u>	
✓ 1	Reconstruct Cargo Apron A
✓ 2	Hydraulic Study and New Pump Station
✓ 3	Existing Security Checkpoint Improvements
✓ 4	Existing Terminal Curbfront Improvements
✓ 5	New North Parking Garage (In-Progress)
✓ 6	Renovate Existing Parking Garage (In-Progress)
✓ 7	Terminal Ramp Replacement
8	Deicing Pad (Future)
✓ 9	Build-out IT Infrastructure
<u>Mid Term (PAL 1 to PAL 2)</u>	
10	Maintenance Facility Expansion
* 11	New Central Utility Plant/North Concourse Phase 1
* 12	Main Terminal Expansion/Renovation
13	Taxiway A South Reconstruction
14	Runway 14R End, Taxiway W, and North Taxiway A Reconstruction
15	GA Apron Replacement and Expansion
16	Cargo A Renovation, Consolidation, and Demolition

Conceptual Long-Term Terminal Area Plan



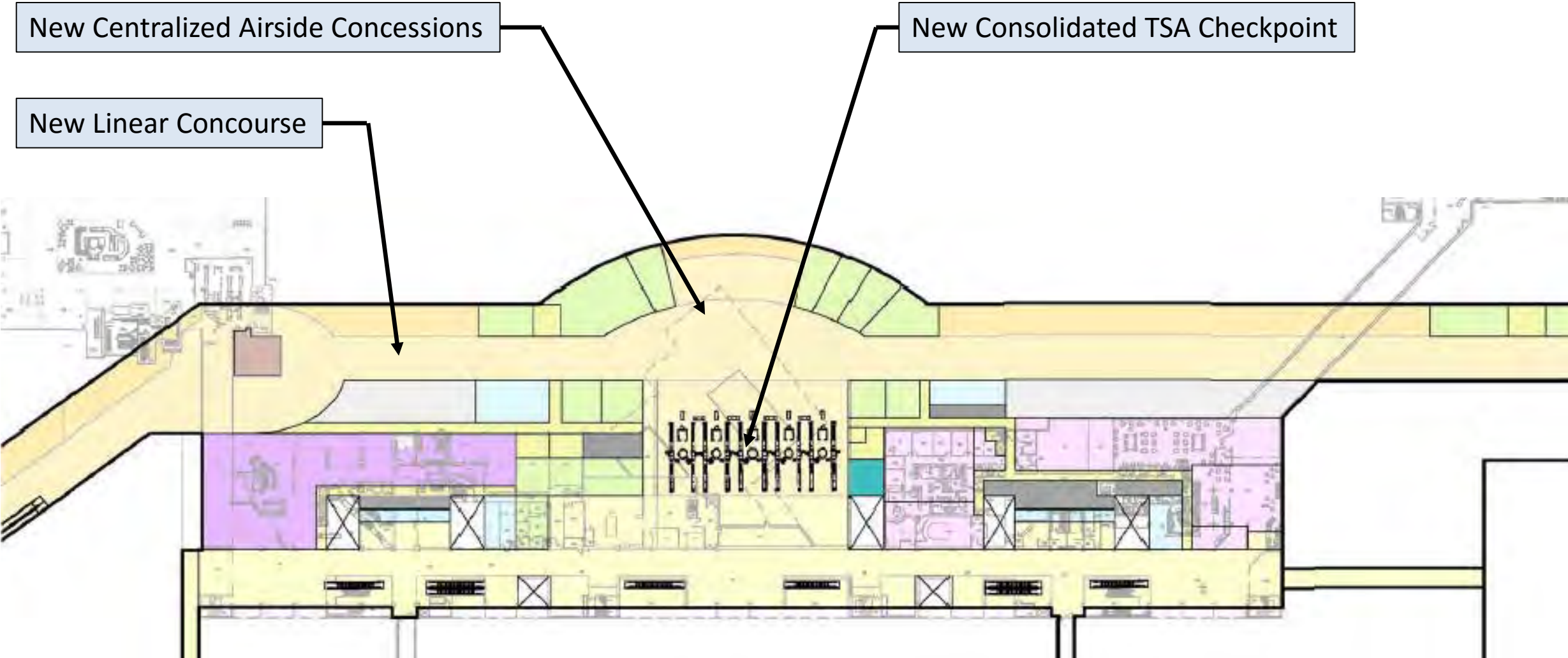


Master Plan Conceptual Floor Plan – Level 1

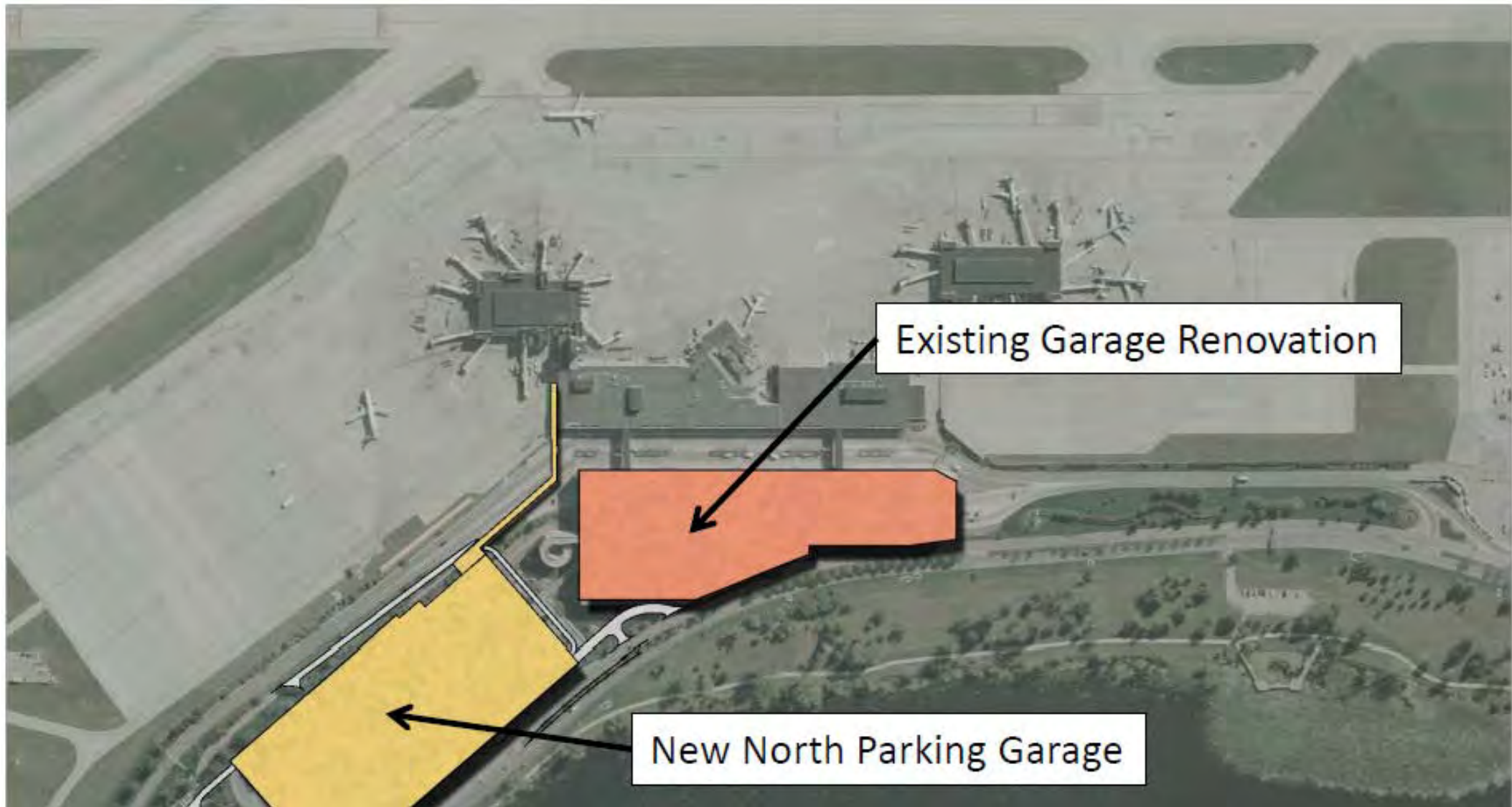




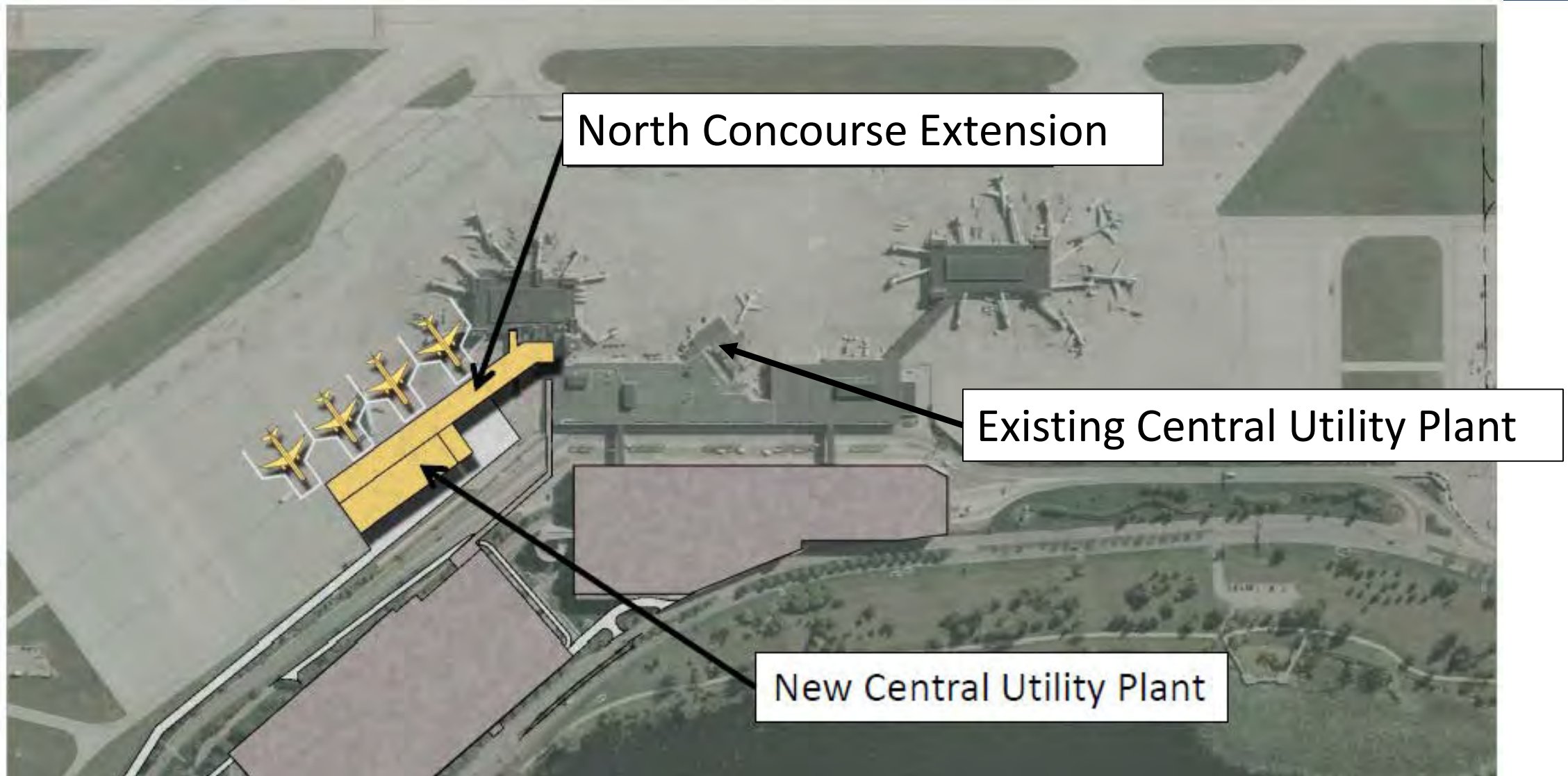
Master Plan Conceptual Floor Plan – Level 2



Current Development

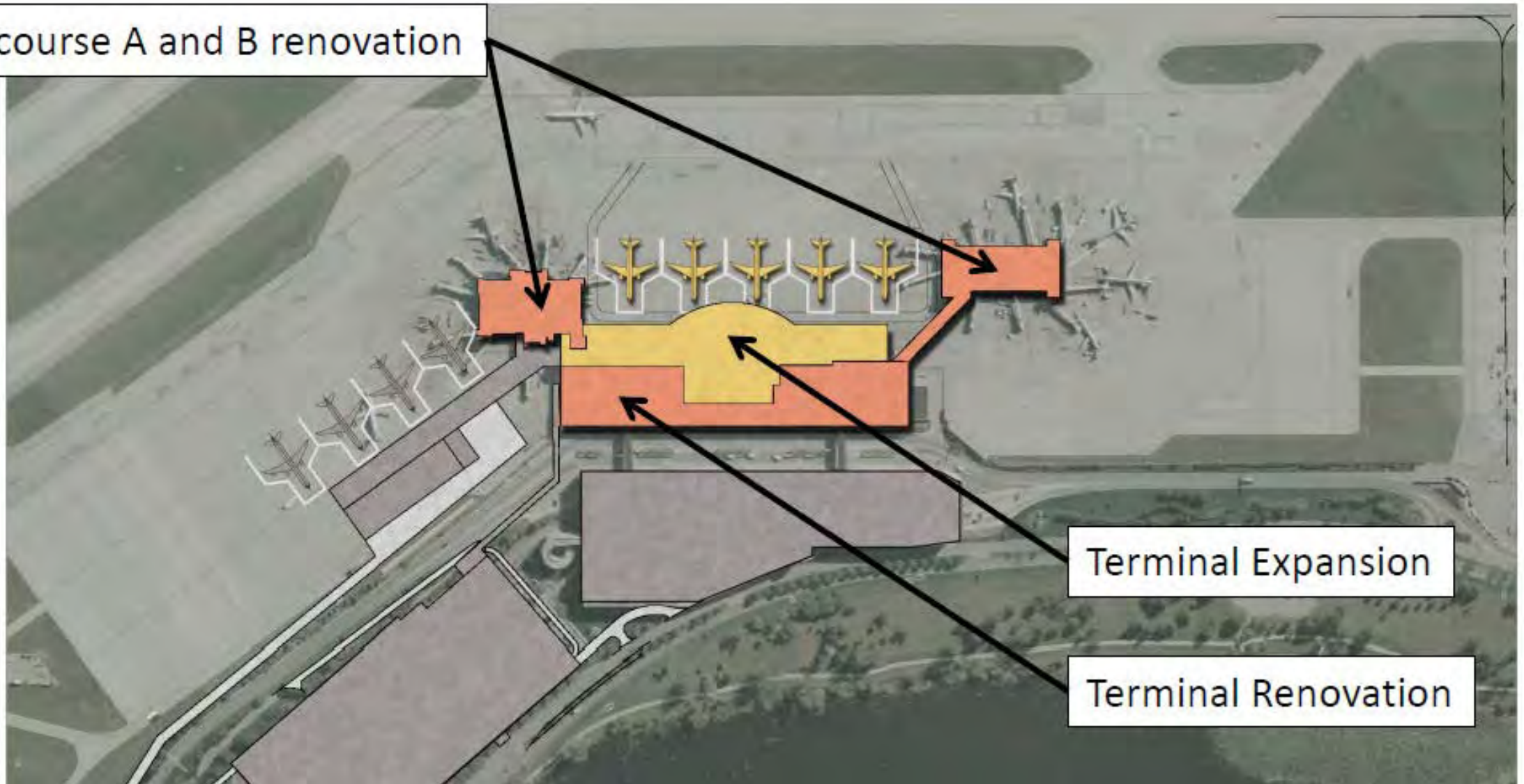


Central Utility Plant and North Concourse



Terminal Expansion and Renovation

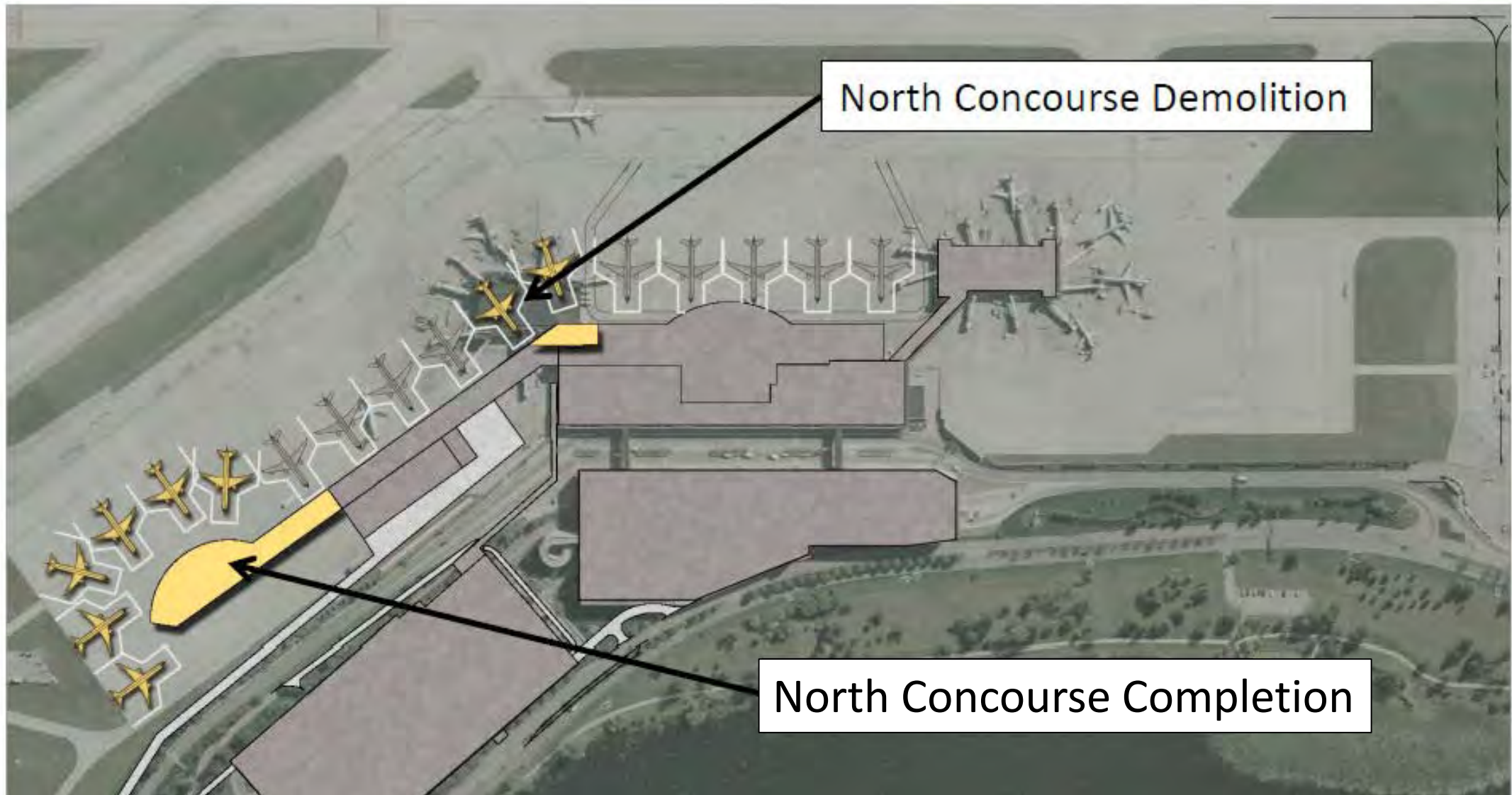
Concourse A and B renovation



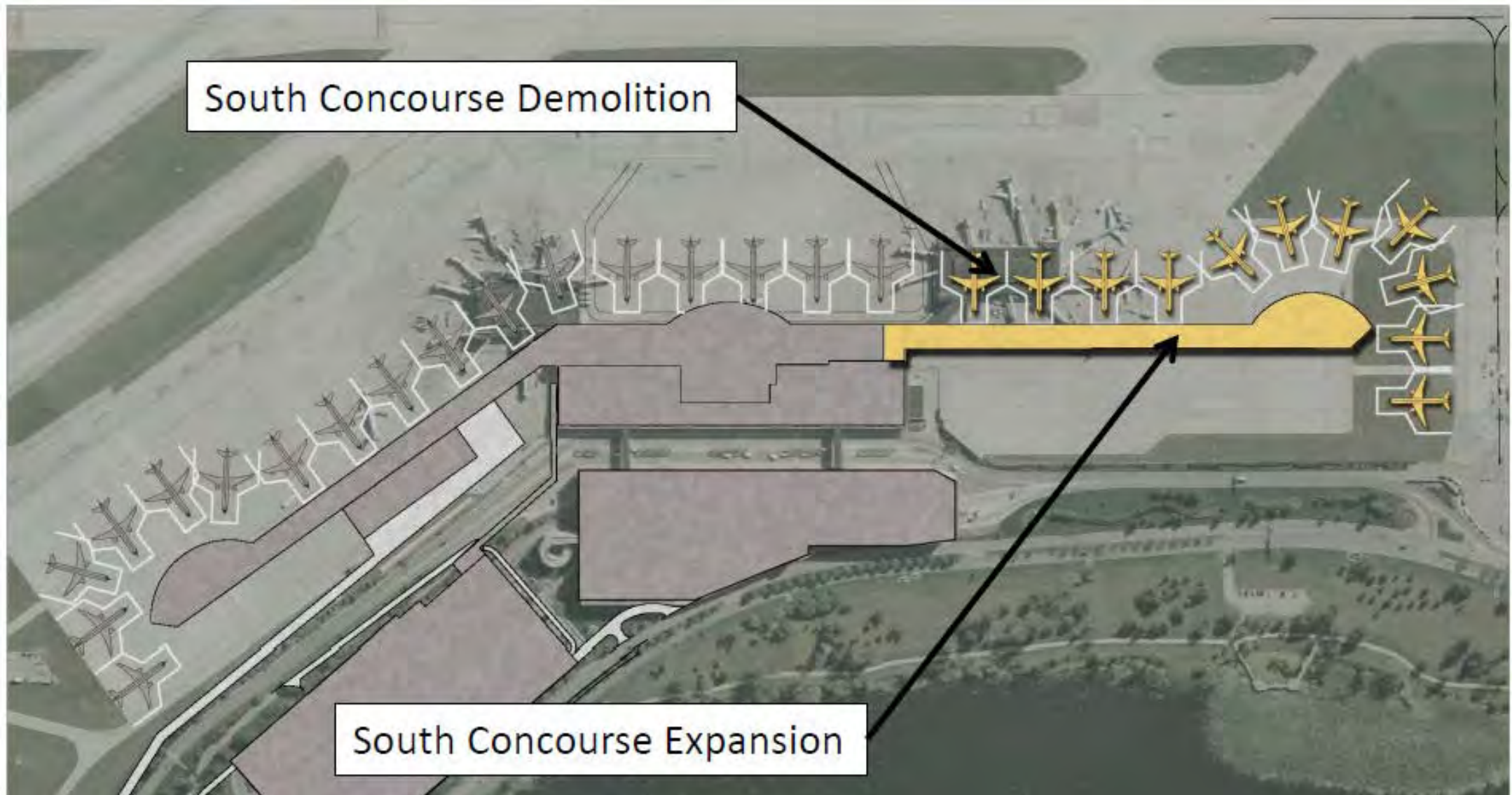
Terminal Expansion

Terminal Renovation

North Concourse Completion



South Concourse Completion

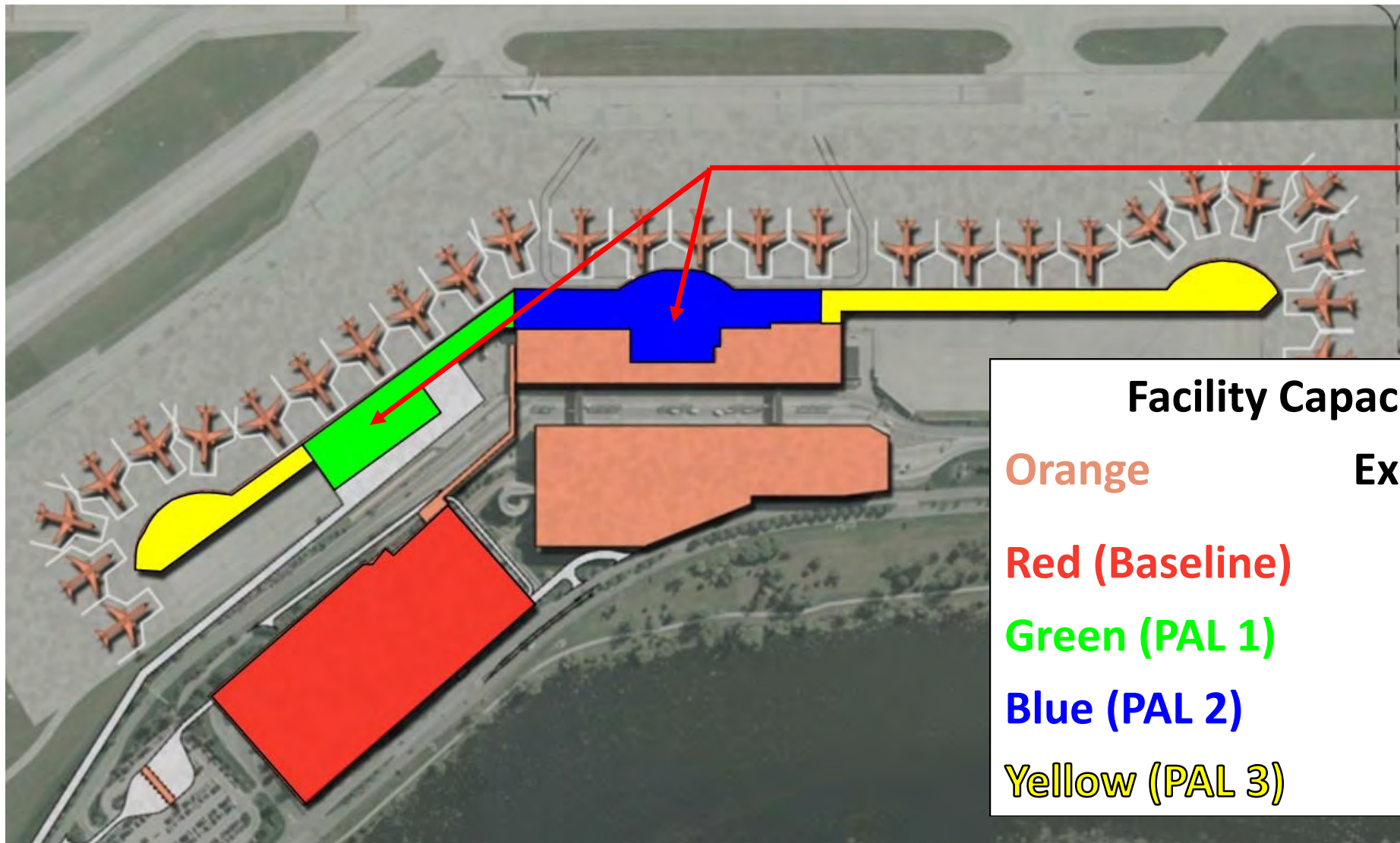


Conceptual Long-Term Terminal Area Plan





Eppley Airfield Terminal Area Master Plan



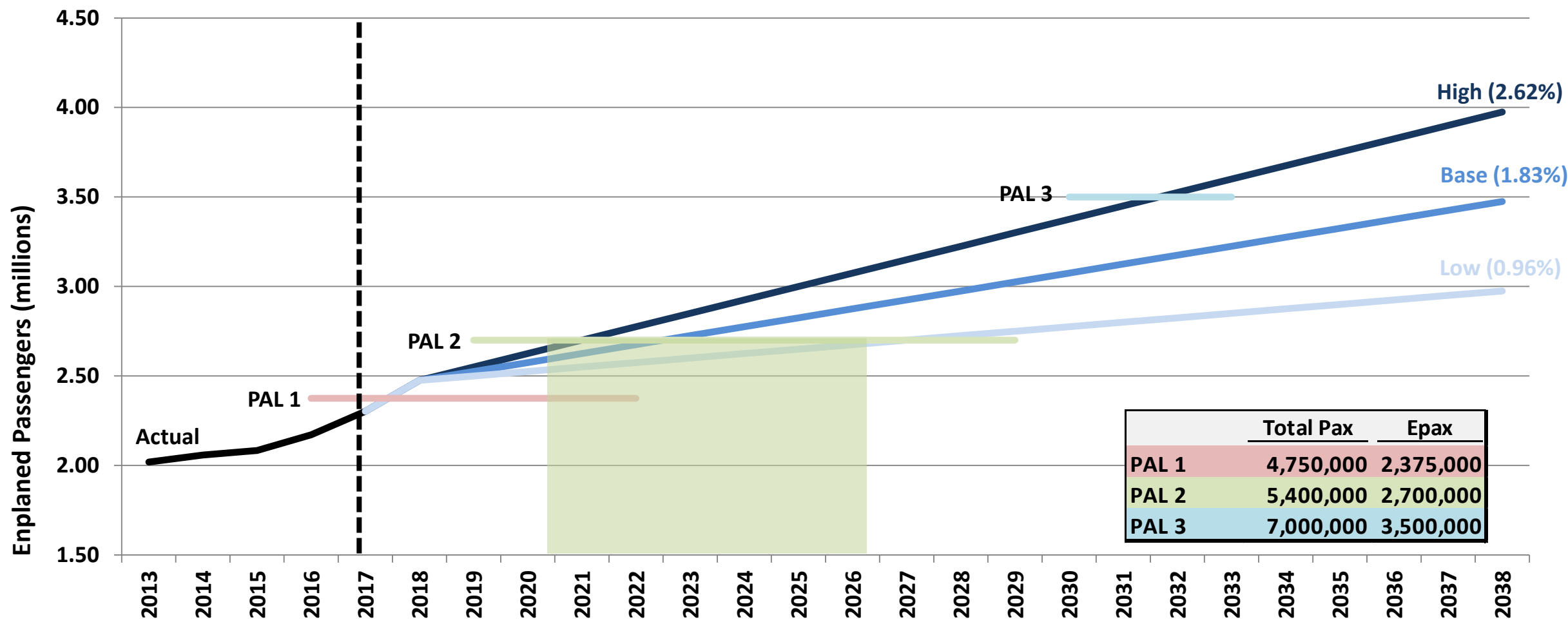
PAL 1 and PAL 2 improvements, or portions thereof, are anticipated to be a part of the Terminal Development Program

Facility Capacity Planning Levels

	Existing Terminal & Garage
Orange	
Red (Baseline)	4,300,000 Passengers
Green (PAL 1)	4,750,000 Passengers
Blue (PAL 2)	5,400,000 Passengers
Yellow (PAL 3)	7,000,000 Passengers

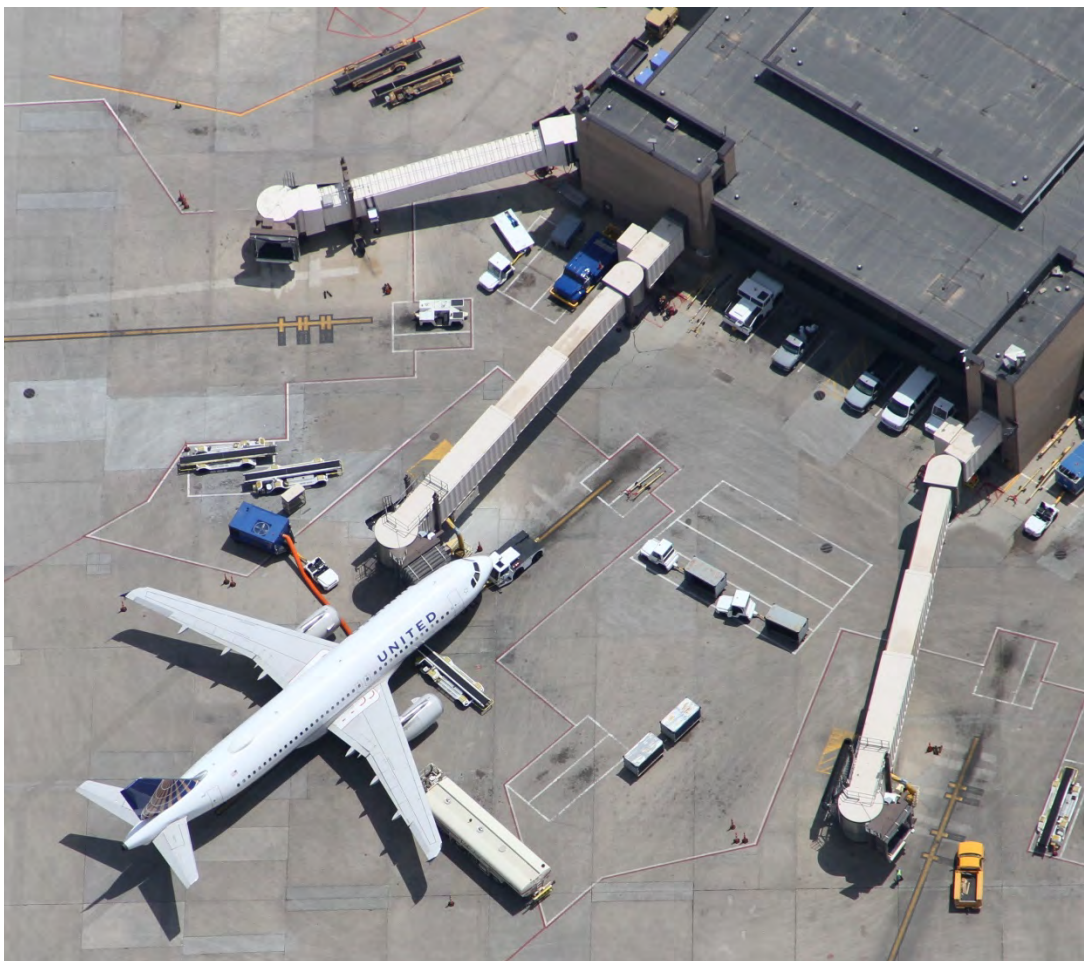


Updated Forecast and Activity Levels



Sources:
Omaha Airport Authority; LeighFisher, April 2018;

Changes Since the Master Plan



- ✍ Increased passenger growth rates
- ✍ More airlines (six during Master Plan, eight now)
- ✍ Faster adoption of larger aircraft
- ✍ Increased curbside congestion
- ✍ New guidelines for passenger screening checkpoints
- ✍ New guidelines for checked baggage screening



Delivery Strategy

Terminal Development Program Industry Day

Delivery Strategy Methodology

- ✎ Key OAA Objectives:
 - ✎ Design Control
 - ✎ Cost Certainty
 - ✎ Cost Effective Risk Transfer
 - ✎ Development “Off-Ramps”
- ✎ Two Step Design/Build Delivery Method with Two Design Phases
- ✎ Utilize a Best Value Selection Methodology
- ✎ Contract Method to be an “Open Book” Guaranteed Max Price



Two-Part Design-Build Contract

✧ Part One – Design Services

- ✧ Phase One: Preliminary Design/Program Definition

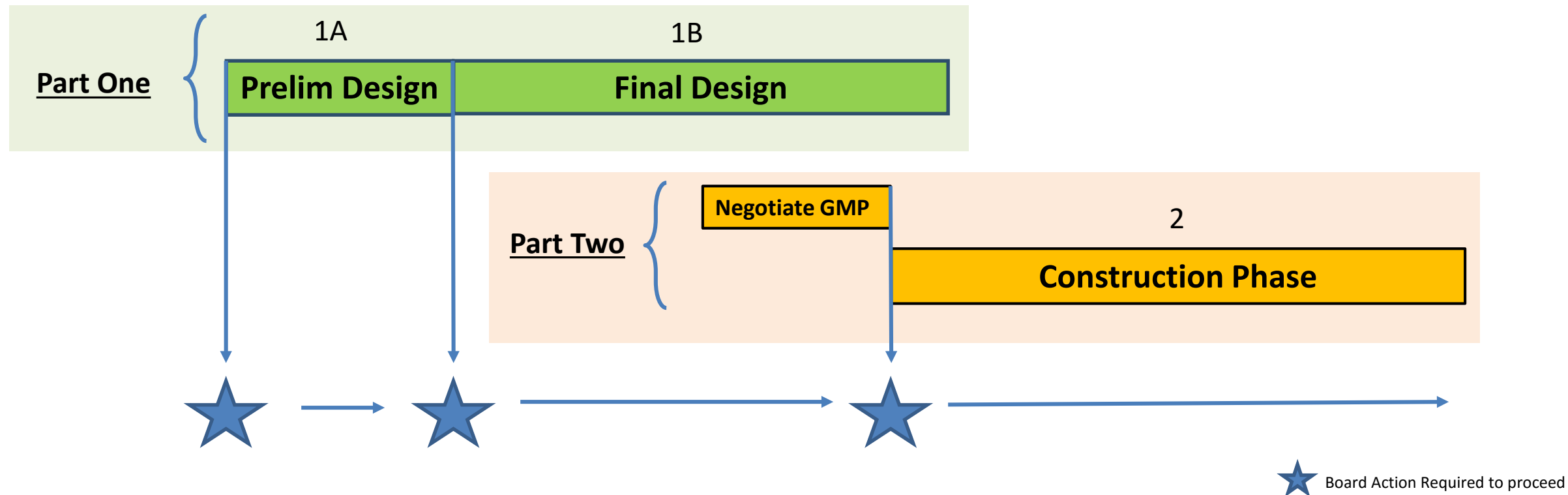
- ✧ Phase Two: Final Design

✧ Part Two – Construction Services

- ✧ Negotiated GMP at approximately 60-70% Design Completion

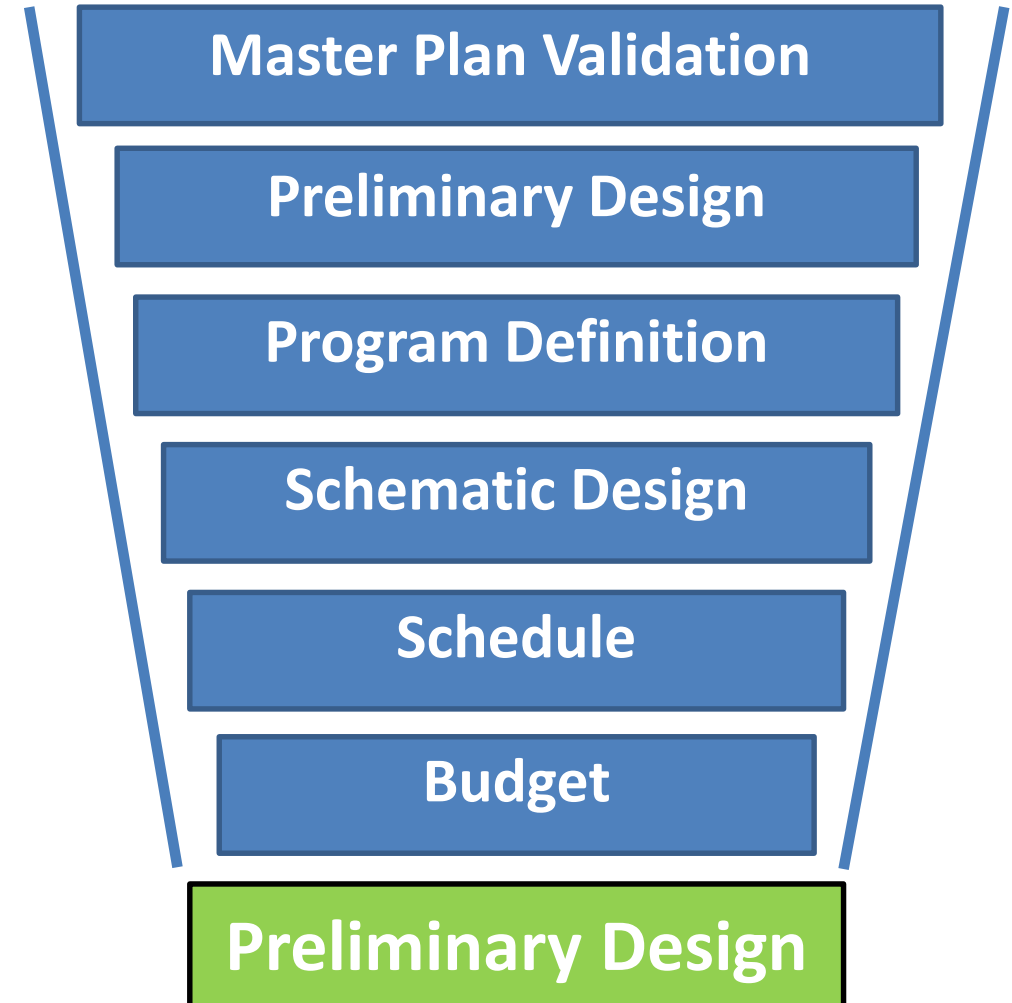
- ✧ Authorize Construction

Two-Part Design-Build Contract



Part 1A – Preliminary Design

- ✎ Preliminary Design
 - ✎ Master Plan Validation
 - ✎ Preliminary Design
 - ✎ Program Definition
 - ✎ Schematic Design
- ✎ Pre-Construction Services
 - ✎ Sequence and Schedule
 - ✎ Update Probable Cost
 - ✎ Existing Conditions Assessment



Part 1B – Final Design

✎ Final Design

- ✎ Design Development

- ✎ Construction Documents

✎ Pre-Construction Services

- ✎ Identification of Enabling Work

- ✎ Design Assist with Key Trades

- ✎ Phasing/Sequence and Logistics plan

- ✎ Finalize Budget and Schedule

- ✎ Establish Guaranteed Maximum Price (GMP)



Part 2 – Construction

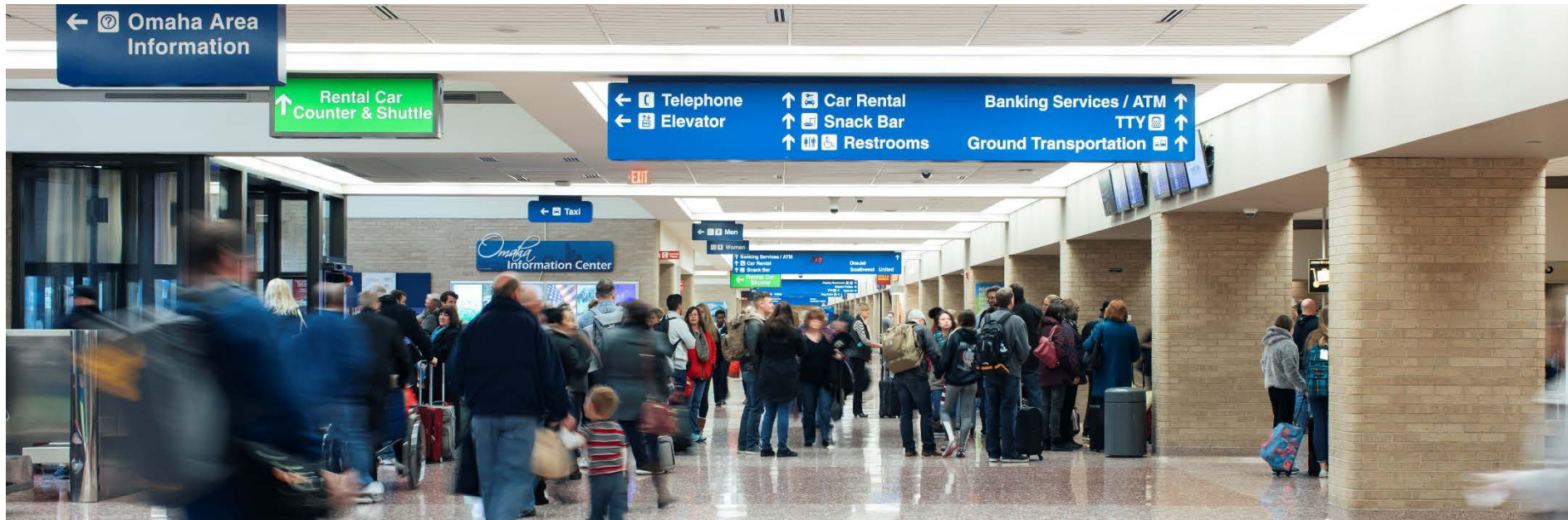
✍ Construction Services

- ✍ Possibility for early packages i.e. CUP, long lead items
- ✍ Trades competitively bid
- ✍ GMP open book process
- ✍ Possibility of co-location with OMA program management team
- ✍ Airport operations and safety take precedent
- ✍ Minimize inconvenience and impact to the traveling public
- ✍ Minimize revenue loss



Tentative Design and Construction Schedule

✍ Notice to Proceed	January 2019
✍ Preliminary Design	6-9 months
✍ Final Design	12-14 months
✍ Construction	30-42 months



Program Budget

- ✍ Estimated Program Budget: \$400M – \$500M
- ✍ Key items included as part of this budget:
 - ✍ Design Costs
 - ✍ Construction Costs
 - ✍ Soft Costs
 - ✍ Contingencies
- ✍ Program will be design-to-budget





Procurement

Terminal Development Program Industry Day

Upcoming Procurements

✧ Staff Augmentation

- ✧ Two or more teams for program management/staff augmentation support for the Omaha Airport Authority
 - ✧ Program Controls Services
 - ✧ Program Management/Construction Management (PM/CM)

✧ Design-Build Team

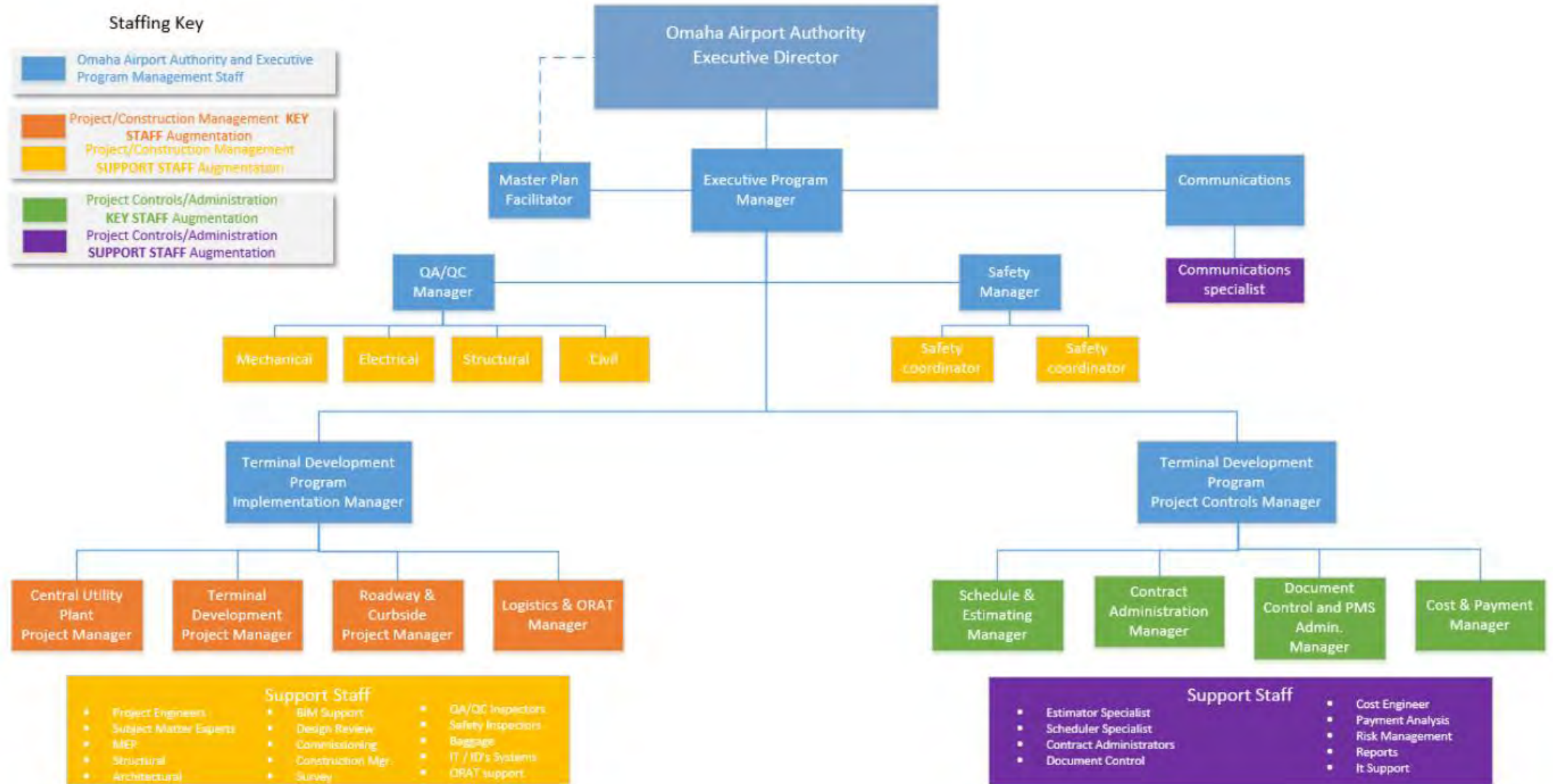
- ✧ One comprehensive team for the program validation, design, and construction of the Terminal Development Program



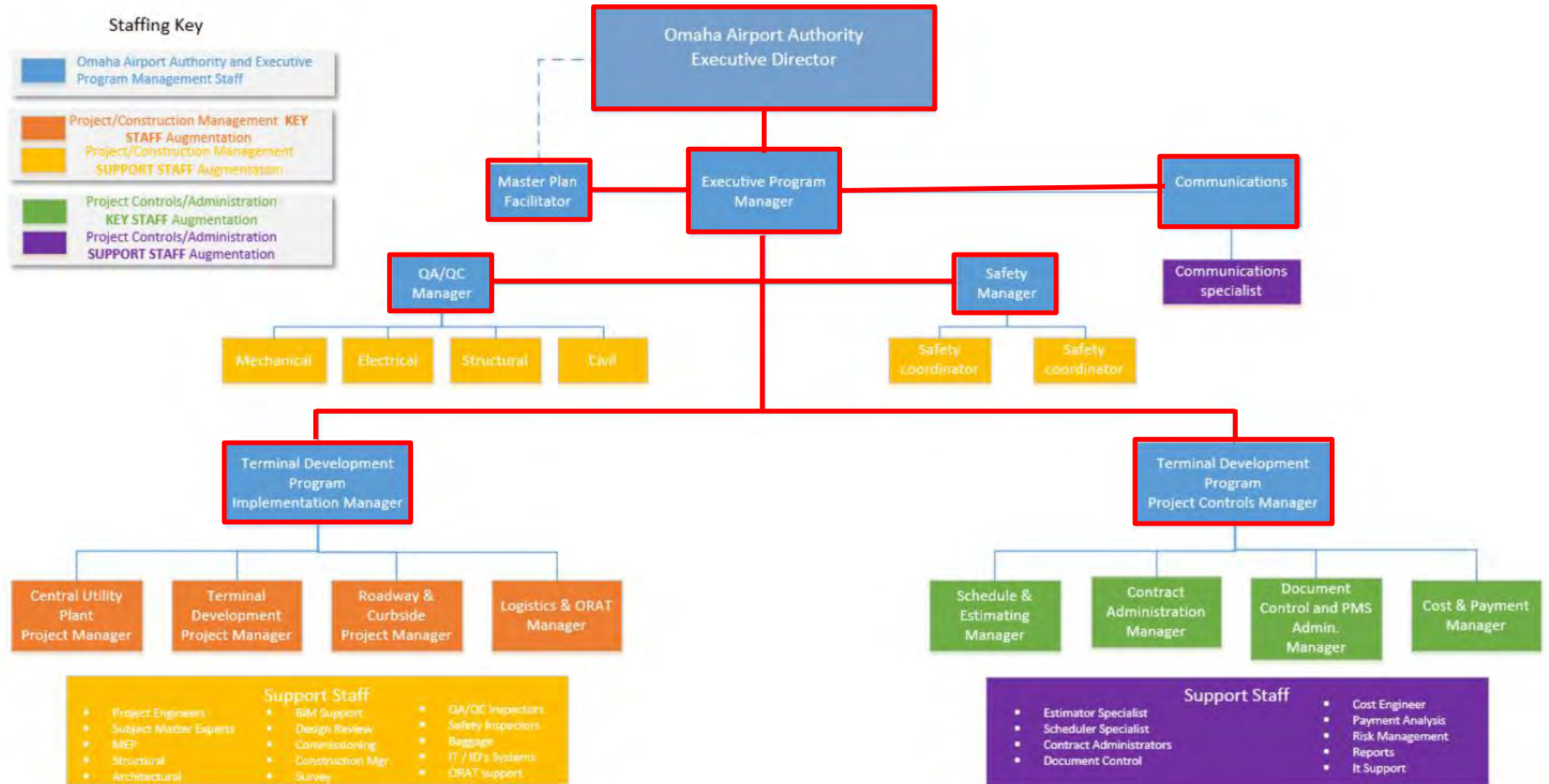
Staff Augmentation

Terminal Development Program Industry Day

Overall Program Organization



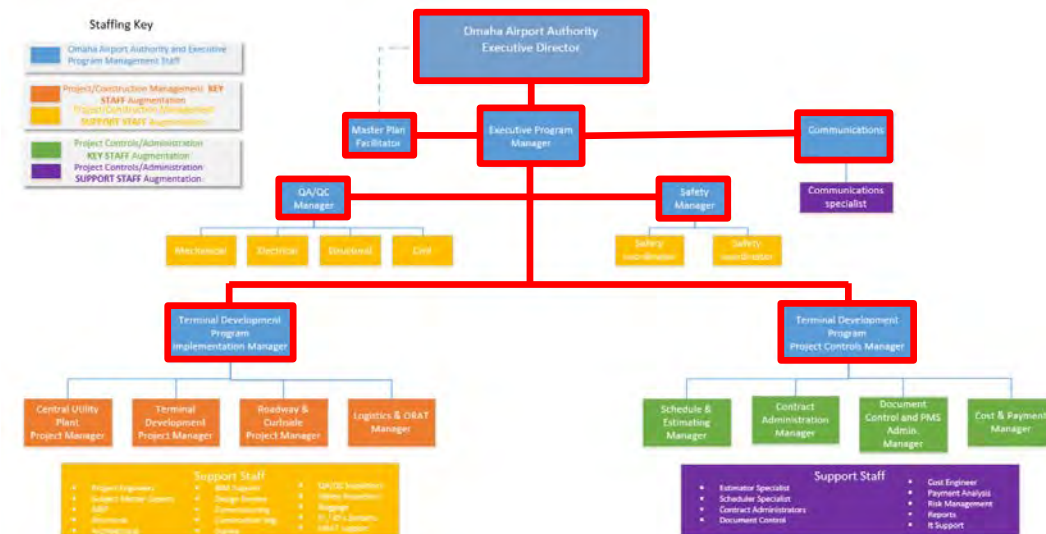
Executive Program Management Team



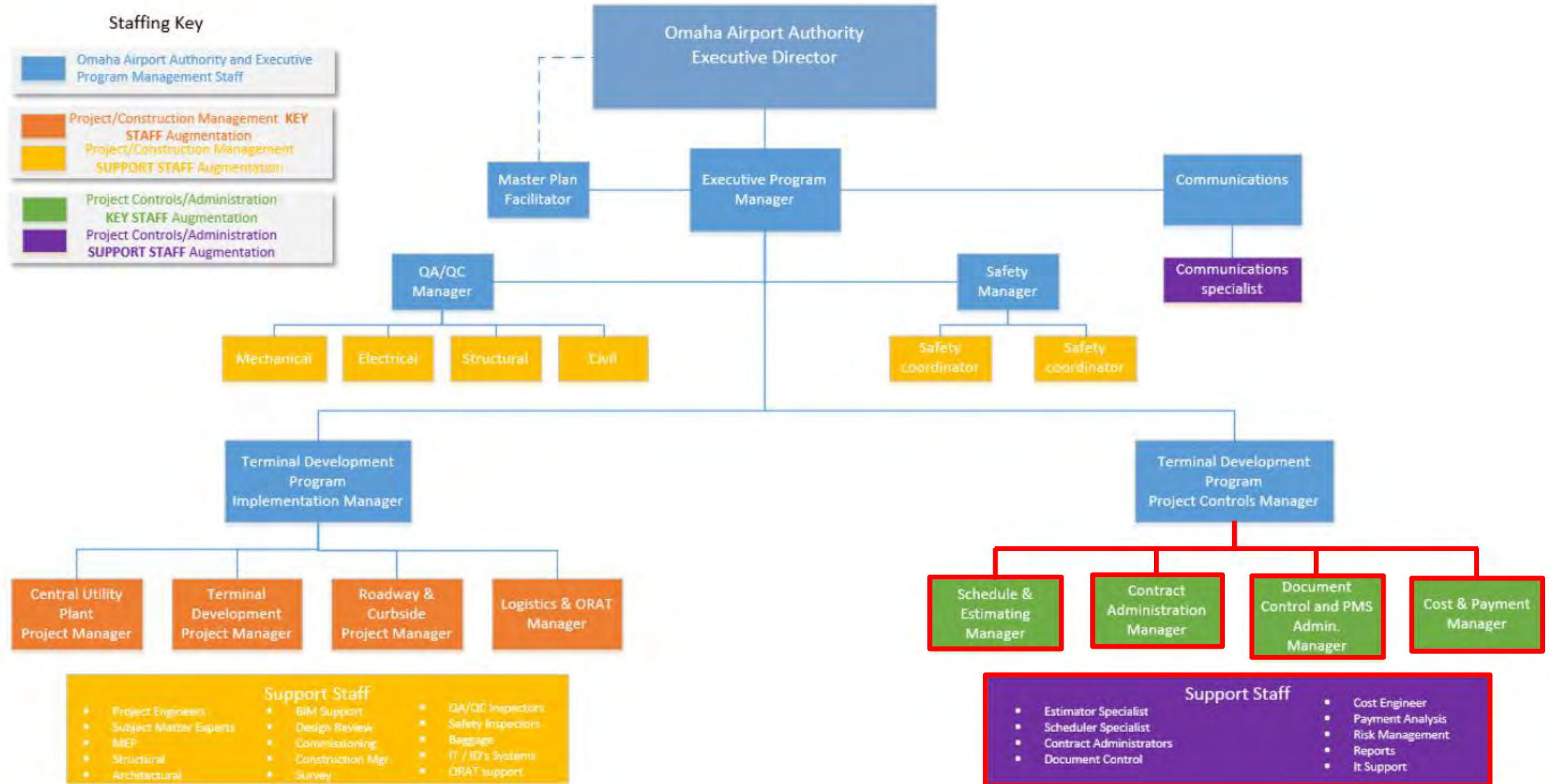
Executive Program Management Team

✂ The positions on the Executive Program Management Team are **NOT** included in the Staff Augmentation Services.

- ✂ Executive Program Manager – *TBD*
- ✂ Project Controls Manager – Lisa Stephens
- ✂ Implementation Manager - *TBD*
- ✂ QA/QC Manager - *TBD*
- ✂ Safety Manager – *TBD*
- ✂ Master Plan Facilitator – Jim Wilson
- ✂ Executive Program Advisor – Clay Paslay



Program Controls Services



Program Controls Services

Program Controls Services

✂ Key Staff:

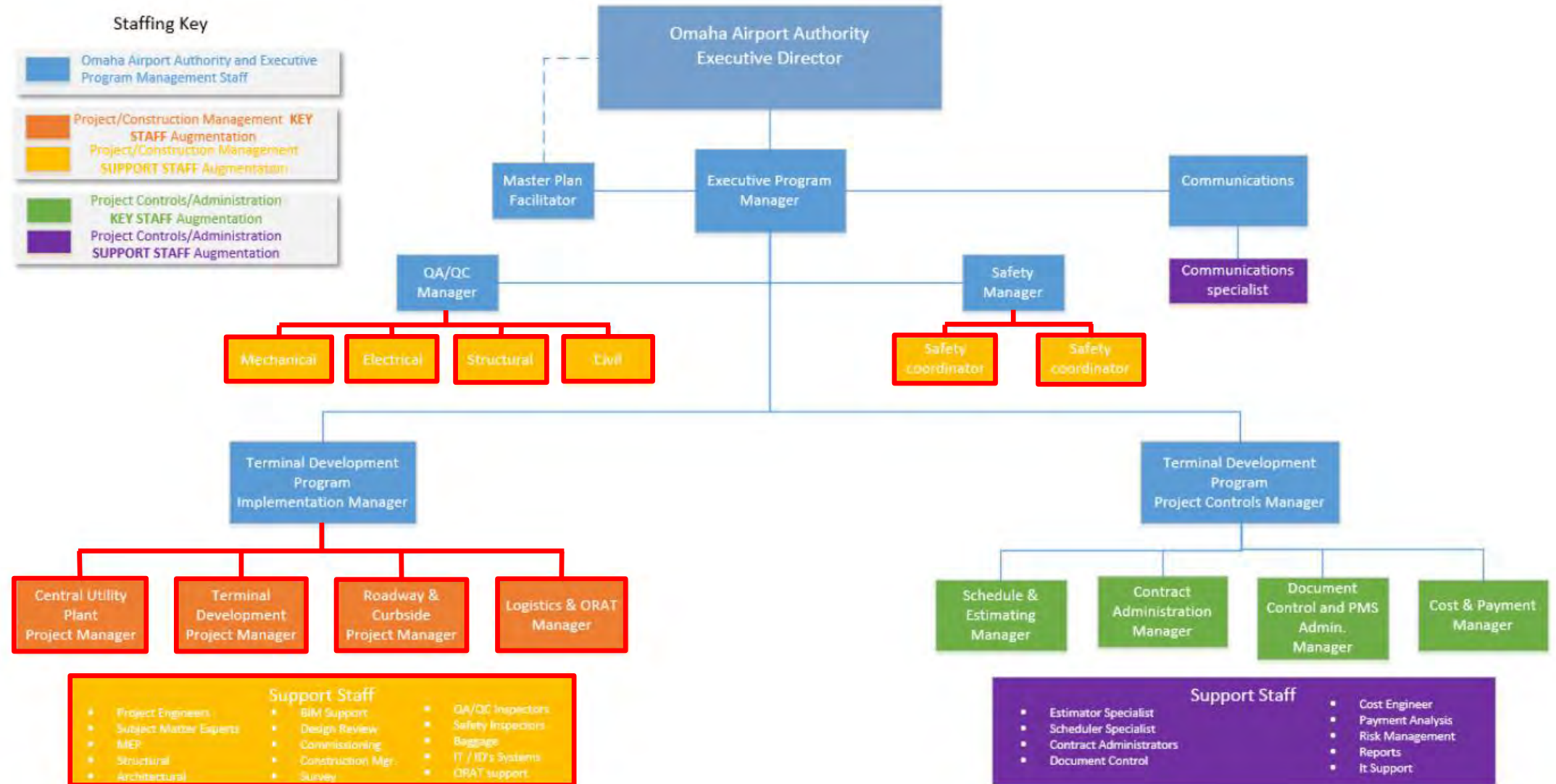
- ✂ Schedule & Estimating Manager
- ✂ Contract Administration Manager
- ✂ Document Control and PMS Manager
- ✂ Cost & Payment Manager

✂ Other Supporting Staff:

- ✂ Estimators, schedulers, contract administrators, document control, cost engineers, payment analysis, risk management, reporting, IT support, etc.



PM/CM Services



Staff Augmentation Services

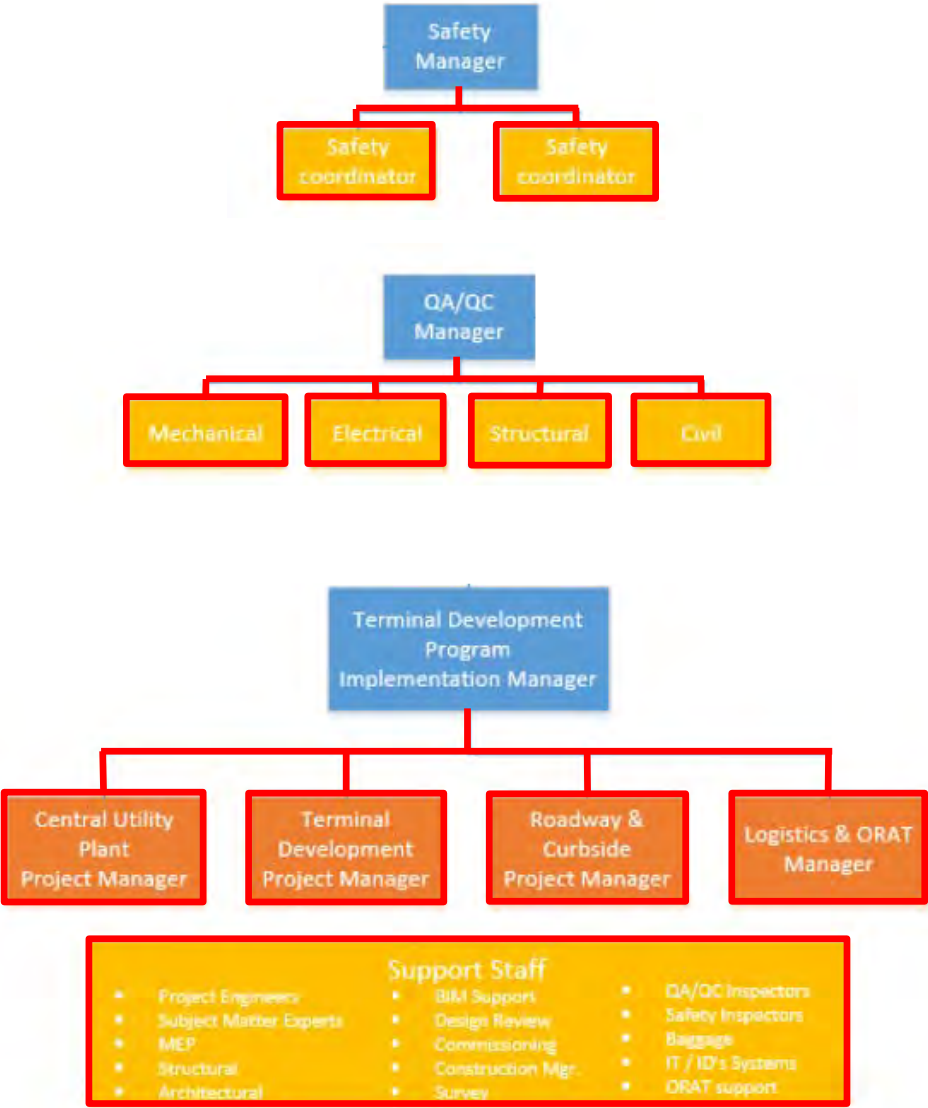
Program Management/Construction Management Services

✍ Key Staff:

- ✍ Central Utility Plant Project Manager
- ✍ Terminal Development Project Manager
- ✍ Roadway & Curbside Project Manager
- ✍ Logistics & ORAT Project Manager

✍ Other Support Staff:

- ✍ QA/QC Support
- ✍ Safety Coordinators
- ✍ Project Engineers, BIM Specialists, Architects, Subject Matter Experts, Inspectors, ORAT, IT, Baggage, etc.



Staff Augmentation Evaluation

- ✎ Minimum Requirement:
 - ✎ Has worked on, or supported, one or more development programs in the airport environment since January 1, 2008.
- ✎ Evaluation Criteria:
 - ✎ Respondent's Relevant Experience, Expertise and Resources
 - ✎ Multiplier Cost Proposal
 - ✎ Approach to Augmentation Services





Design-Build

Terminal Development Program Industry Day

Design-Build Services

- ✍ Airport Planning (Taxiways, Pushbacks, Airspace Analysis, etc.)
- ✍ Terminal Planning and Programming
- ✍ Landside Planning
- ✍ Architecture/Interior Design
- ✍ Baggage Systems Planning and Design
- ✍ Concessions Planning
- ✍ Code Consulting
- ✍ Information Technology Engineering
- ✍ Mechanical/Electrical/Plumbing Engineering
- ✍ Fire Protection Engineering
- ✍ Structural Engineering
- ✍ Landscape Architecture and Irrigation Design
- ✍ Civil Engineering and Roadway Design
- ✍ Drainage Design
- ✍ Utility Design and Engineering
- ✍ Geotechnical Engineering
- ✍ Surveying
- ✍ Maintenance of Traffic
- ✍ Cost Estimating and Scheduling
- ✍ Materials Testing
- ✍ Construction Quality Control
- ✍ Construction

Design-Build Evaluation

- ✧ Minimum Requirements:
 - ✧ The lead contractor has led the construction for one or more design-build projects since January 1, 2008.
 - ✧ The lead design architect has led the design for one or more airport terminal or concourse projects since January 1, 2008.
- ✧ Evaluation Criteria:
 - ✧ Relevant Project Experience
 - ✧ Approach to the Program
 - ✧ Proposed Key Staff
 - ✧ Pricing Proposal
 - ✧ SEB/DBE Utilization Plan
 - ✧ Team Organization Structure



Small and Disadvantaged Businesses

- ✍ It is the desire of the Omaha Airport Authority that SEB/DBE firms will have opportunities to compete and participate in the performance of this non-federally funded Program.
- ✍ Respondents will be required to submit a plan and participation commitment that will be incorporated into the contract.
 - ✍ Two distinct requirements, one for design (Part 1A/B) and one for construction (Part 2)
 - ✍ Firms must be registered as SEB or DBE by contract execution
- ✍ Details for submission of a plan will be in the RFP

Sustainability

- ✍ Provide sustainability best practices in the design and implementation of the Program and provide recommendations that provide a positive return on investment and consider the total cost of ownership.
- ✍ There is not a specific LEED target.





Timing and Process

Terminal Development Program Industry Day



Staff Augmentation Schedule *(subject to change)*

- ✍ RFP Issued: June 20, 2018
- ✍ Pre-submittal Meeting: June 27, 2018
- ✍ Request for Clarification Deadline: June 29, 2018
- ✍ Proposals Due: July 25, 2018
- ✍ Interviews *(if required)*: August 23, 2018



Design-Build Schedule *(subject to change)*

✍ RFP Issued:	July 12, 2018
✍ Pre-submittal Meeting (<u>mandatory</u>):	July 19, 2018
✍ Request for Clarification Deadline:	July 24, 2018
✍ Proposals Due:	August 24, 2018
✍ Interviews:	October 4, 2018

Preclusions

✧ Staff Augmentation

- ✧ Firms may submit for either, or both, Program Controls Services and/or PM/CM Services; however,
- ✧ Firms may only be selected for one at the Omaha Airport Authority's discretion.

✧ Design-Build

- ✧ No firm selected for either Staff Augmentation Services contracts are eligible to participate in any role on the design-build team.

RFP Documents

- ✍ Please pre-register to receive the respective RFP documents at:
 - ✍ www.flyoma.com/terminalprogram
 - ✍ Each of the RFP's will have a separate pre-registration section on our website.
 - ✍ Within two business days, you will receive a notification confirming your registration
 - ✍ On the day of issue you will automatically be sent an email from SKYSITE, directing you how to download the documents.
- ✍ Pre-Registration is available 6/13/2018 @ 3:00pm
- ✍ REGISTRATION FOR THIS EVENT **DOES NOT** REGISTER YOU TO RECEIVE THE RFP DOCUMENTS.



Questions/Comments

- ✍ For questions or comments regarding today's presentation, please email:
 - ✍ designbuild@flyoma.com
 - ✍ staffaugmentation@flyoma.com
- ✍ Questions will not be specifically answered or shared; however they will be reviewed and considered during final edits of the procurement documents
- ✍ A copy of this presentation will be available at:
www.flyoma.com/terminalprogram



Communications Prohibition

Terminal Development Program Industry Day



Prohibited Communications

- ✍ Communication Prohibition will be imposed beginning with the advertisement for this RFP and will end upon the award of a contract to the successful Respondent by the Omaha Airport Authority Board of Directors.
- ✍ The Communication Prohibition prevents any Respondent – which includes vendors, service providers, bidders, lobbyists and consultants and their representative(s) – from contacting any of the following individuals regarding this solicitation throughout the procurement process:
 - ✍ Omaha Airport Authority staff, except for communications with the Omaha Airport Authority Procurement Agent, provided the communication is strictly limited to procedural matters of the competitive selection process approved in the RFP documents;
 - ✍ Members of the Omaha Airport Authority Executive Program Management team;
 - ✍ Members of the Omaha Airport Authority Board of Directors; and
 - ✍ Members of the Evaluation Committee.

