Request for Qualifications (RFQ)
Land Use Redevelopment Plan Update
I. Introduction

A. Project Description

The Birmingham Airport Authority (BAA) is seeking a qualified consultant team for a comprehensive planning study to update the Airport Land Use Redevelopment Plan. The Consultants will provide an assessment and recommendations for the following categories:

- Land Use Recommendations
- Terrain Analysis
- Infrastructure, Utilities and Roadway System
- Environmental Analysis

The intent of this RFQ is to gather information and recommendations on the highest and best use of redeveloping existing airport property within the study area to comply with Order 5100.38D, Airport Improvement Program (AIP) Handbook. Additionally, the BAA is seeking recommendations on developing the area to maximize its’ marketability.

B. Regional Background

The Birmingham Shuttlesworth International Airport (BHM) is the largest airport in Alabama, located only five miles from downtown Birmingham and serves as a major logistical hub to our region.

Birmingham constitutes 31% of Alabama's GDP, 20% of statewide new job announcements, and 25% of statewide capital investment underpinned by its key economic sectors of finance, healthcare, and automotive manufacturing. It is the 12th largest banking center in the nation with over 2,000 finance and insurance companies. Birmingham is recognized as a healthcare regional hub with 21 hospitals that collectively care for over 1 million patients per day and boasts the highest-per-capita concentration of healthcare jobs nationwide. The Birmingham region is also proud to call several of the leading global auto OEMs their home. Mercedes-Benz U.S. International, Honda Manufacturing of Alabama and Autocar produce over 500,000 cars and trucks annually, making us the fastest city in the nation to fill engineering jobs.

Birmingham has experienced an economic renaissance in recent years. Our City was designated as both a "Smart City” and a "Rise of the Rest City". In 2016, the University of Alabama at Birmingham (UAB) generated $538M in biotech and health-related research funding, supporting 64,292 jobs and generating a $7.15 billion economic impact. Birmingham is home to the Innovation Depot, the largest tech incubator in the Southeast, housing over 100 local startups. Home-grown startup Shipt, acquired by Target for $550 million in 2017 is in the process of creating over 800 jobs.

With prime proximity to interstate, waterway, and rail routes, BHM is strategically located to serve as a prime logistical hub. Easy access to five interstates -- I-65, I-59, I-459, I-20, and I-22 -- provides direct connection to a majority of the country. Nearly 40% of the U.S. population is within a one-day truck trip from Birmingham; this figure jumps to over 75% within a two-day trip. Furthermore, only 25 miles outside downtown, Port Birmingham offers accessibility to global customers via the Gulf of Mexico. This inland waterway port has the capacity to store 40 river barges (or 600 rail cars) at any given
time and connects to three Class I railroads: Norfolk Southern, CSX Transportation, and BNSF Railway. These and other railways extend Birmingham’s reach to over 50% of American households within a three-day rail trip.

C. Airport Land Redevelopment Project Background
Upon the completion of a 2005 Part 150 Study Update the Birmingham Airport Authority (BAA), with the concurrence and financial assistance of the Federal Aviation Administration (FAA) through AIP funds, began a noise land acquisition effort to acquire proprieties that were identified as noise sensitive due to aircraft operations. Simultaneously to the land acquisition project, the BAA conducted a Noise Land Redevelopment Plan and Noise Land Inventory Reuse Plan that were concluded in June of 2010. The 2010 documents identified potential land uses, economic impacts, market analysis and inventory of parcels needed to develop the area.

Subsequently, the BAA has continued to acquire properties in the study area and is currently completing the Vacant Land Acquisition (VLA) phase that will acquire all remaining vacant parcels in the study area. The BAA has worked closely with the FAA and City of Birmingham during this land acquisition effort.

To date, the BAA has acquired/owns approximately 700 acres of land in the study area. In redeveloping the property, the BAA will partner with the City of Birmingham’s Department of Innovation and Economic Opportunity (IEO) to recruit companies and investors to capitalize on the Opportunity Zone designations with the twin goals of (a) elevating the quality of life of local residents and (b) producing tangible returns for investors.

D. The Study Area
The study area boundary encompasses airport land from the north, northeast and east of the airport, as identified in green outline in Appendix A. In total, the study area is approximately 768.5 acres of land, most of which is owned by the BAA. Existing vacant parcels include 60.5 acres of the study area. Those vacant parcels are identified in red outline on Appendix B. Prior to airport acquisition, the majority of the parcels acquired were of residential use, while others included churches and schools.

E. Opportunity Zone
The Tax Cuts and Jobs Act of December 22, 2017 created the Opportunity Zone program. The Opportunity Zone program designates specific, economically distressed communities with tax benefits to investors within the designated areas. Approximately 407 acres of the study area falls within the Opportunity Zone program, allowing future investors to benefit from tax incentives when developing within these areas. Appendix C depicts the Opportunity Zone boundaries within the study area. The BAA is marketing the Opportunity Zone land as an additional incentive to prospective developers as this unique program will benefit both parties.
II. Scope of Work

A. Goals
   i. To provide a comprehensive planning document of the study area that will recommend action for compatible land use and economic development.
   ii. To provide a market study that will inform land use decisions and support the recruiting of appropriate new development.
   iii. To provide an accurate analysis of the study area that identifies constraints, opportunities and direction of each of the four focus elements.

B. Deliverables
   i. Land Use Recommendations: The BAA is seeking recommendations on compatible land uses within the study area. Compatible land uses are identified as uses compatible with airport operations per the FAA AIP Handbook. Recommendations should be derived from market analysis, current trends and existing constraints and opportunities specific to the study area. Plan will also include conceptual renderings of proposed option(s).
   ii. Terrain Analysis: The study area terrain has not been altered since the acquisition of parcels and remains as an area of hills and valleys, much of which is still covered in trees and shrubs. The BAA maintains terrain data of the area as detailed as two-foot contours. The goal of this plan for the terrain analysis is to determine the feasibility and cost estimate of clearing, grubbing and grading of the existing terrain to allow for future development while still maintaining and considering airspace protection for the approach of Runway 24 and Runway 18, as well as the departure of Runway 6 and Runway 36.
   iii. Infrastructure, Utilities and Roadway Systems: The BAA is seeking an analysis of the existing conditions of the infrastructure, utilities and roadway system in the study area, as well as recommendations on future needs based on the land use recommendation. The recommended future needs should be compatible with airport operations and include a general cost estimate for development.
   iv. Environmental Analysis: The BAA is seeking an environmental analysis of the study area to identify any potential environmental concerns that would hinder, delay or deter future development. In addition to identifying environmental concerns, the plan shall make recommendations on remedies and mitigation options, as well as cost estimates of each option.

C. Public Meetings
   Consultants will be called on to be present at three (3) public meetings during the development of the plan. The three public meetings will provide for public comment, input and involvement throughout this planning study.
III. Proposal Requirements

A. Submittal
Please submit four (4) hard copies and one (1) electronic copy of your proposal to the following address:

Contact: Marcelo Lima, A.A.E., Senior Airport Planner
E-mail: mlima@flybirmingham.com
Address: Birmingham Airport Authority
5900 Messer Airport Highway
Birmingham, AL 35212

All questions associated with this RFQ must be submitted in writing via e-mail to Marcelo Lima, A.A.E., Senior Airport Planner, at mlima@flybirmingham.com.

B. Proposal Format
No proposal shall include cost of study. The BAA will negotiate cost with the most qualified firm during the selection process. Proposals shall include the following sections:

i. Project Approach and Schedule
ii. Relevant Airport Project Experience
iii. Project Team and Experience
iv. Project Partners and DBE Goal Requirements

C. Tentative RFQ Timeline

<table>
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<tr>
<th>Event</th>
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<tr>
<td>RFQ Posted</td>
<td>Monday, November 26th, 2018</td>
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<tr>
<td>Pre-Submittal Meeting</td>
<td>Tuesday, December 4th, 2018</td>
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<td>RFI Deadline</td>
<td>Friday, December 7th, 2018</td>
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<td>Proposals Due</td>
<td>Friday, December 14th, 2018</td>
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<td>Selection Committee Review Deadline</td>
<td>Friday, December 21st, 2018</td>
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<td>Interviews (If Needed)</td>
<td>Week of January 14th, 2019</td>
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<td>Award</td>
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D. Pre-Submittal Meeting
A pre-submittal meeting is scheduled for Tuesday, December 4th at 2:00pm (local time) in the airport terminal Meeting Room B, located on the lower level of the terminal building by doors 4L. This meeting is not mandatory. However, the BAA highly recommends all prospective firms to attend the meeting. Copies of 2010 Noise Land Redevelopment Plan and Noise Land Inventory Reuse Plan will be available for review. Following the meeting, a site tour of the study area will be available for attendees. All attendees who plan to attend the meeting must RSVP to Marcelo Lima at mlima@flybirmingham.com by 2:00pm (local time) Friday, November 30th, 2018.
IV. Selection Process

Proposals will be evaluated and ranked by the following criteria:

A. Experience in Airport Land Redevelopment Plans  25%
B. Experience of Project Team  25%
C. Experience with Airports/Cities of Similar Size  20%
D. Plan Approach in Meeting Goals  20%
E. DBE Goal  10%

V. Disadvantage Business Enterprise (DBE) Assurances

A. Policy

It is the policy of the BAA that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole, in part, or without federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this Agreement.

B. DBE Obligation

This project has a DBE goal of 30%. In all cases, those who wish to do business, the Owner should demonstrate sensitivity to the plight of our certified DBEs and be willing to assist the DBEs to overcome barriers to competition. The Engineer agrees to ensure that DBEs and other small businesses, as defined in 49 CFR Part 26, have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with or without federal funds. This includes the maximum opportunity to compete and perform under any contract associated with this Agreement. The Respondent/Engineer shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of contracts, especially that DOT assisted. The Respondent/Engineer shall carry out applicable requirements or 49 CFR Part 26 and especially 49 CFR Part 26.13 (b), which is set forth in the following:

49 CFR PART 26 – SECTION 26.13 (b). Respondent/Engineer’s Assurance

The Respondent/Engineer, sub recipient or sub-consultant, shall not discriminate on the basis of race, color, national origin, or sex, in the performance of 49 CFR Part 26 in the award and administration of DOT – Assisted contracts.

Failure by the Respondent/Engineer to carry out these requirements is a material breach of this AGREEMENT entitling Owner to terminate this AGREEMENT or exercise any such other remedy, as the Owner deems appropriate.
VI. **Civil Rights Assurances**

During the performance of this Agreement, the Respondent/Engineer, for itself, its assignees and successors in interest (for this section only referred to as the Engineer) agrees as follows:

A. **Compliance with Regulations**

The Engineer shall comply with the regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter, DOT) Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, hereinafter referred to as the “Regulations”), which are herein incorporated by reference and made a part of this contract.

B. **Nondiscrimination**

The Engineer, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, color or national origin, in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Engineer shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including practices when the Agreement covers a program set forth in Appendix B of the Regulations.

C. **Solicitations for Subcontractors**

Including Procurement of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Engineer for work to be performed under a subcontract, including procurement of materials or leases of equipment, either potential subcontractor or supplier shall be notified by the Engineer of the Engineer’s obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

D. **Information and Reports**

The Engineer shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by Owner or the FAA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the Engineer is in the exclusive possession of another who fails or refuses to furnish this information the Engineer shall so certify to Owner or the FAA as appropriate, and shall set forth what efforts it has made to obtain the information.
E. Sanctions for Noncompliance
In the event of the Engineer’s noncompliance with the nondiscrimination provisions of this Agreement, Owner shall impose such contract sanctions, as it or the FAA may determine to be appropriate, including, but not limited to:
i. Withholding of payments to the Engineer under the Agreement until the Engineer complies, and/or
ii. Cancellation, termination, or suspension of the Agreement, in whole or in part.

F. Incorporation of Provisions
The Engineer shall include the provisions of paragraphs A through E in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Engineer shall take such action with respect to any subcontract or procurement as Owner or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that in the event the Engineer becomes involved in, or is threatened with litigation with a subcontractor or supplier as a result of such direction, the Engineer may request Owner to enter into such litigation to protect the interests of Owner and, in addition, the Engineer may request the United States to enter into such litigation to protect the interest of the United States.

VII. Additional Information
The Birmingham Airport Authority reserves the right to accept, reject and/or negotiate terms of any or all proposals; or re-advertise for proposals for the benefit of the BAA. Any proposal that is submitted incomplete, obscure, or contains errors or discrepancies may be cause for rejection.
Appendix A

Study Area Boundaries
Appendix A
Study Area Boundaries

Legend
- Study Area Boundary - Approx. 768.5 Acres
- Airport Property
Appendix B

Vacant Land Acquisition Parcels
Appendix C
Opportunity Zone Overlay