

**Request for Qualifications (RFQ)
Engineering/Architectural Services
Airside Capacity Improvements**


BIRMINGHAM-SHUTTLESWORTH
INTERNATIONAL AIRPORT



**Birmingham Airport Authority
January 2019**

I. Introduction

A. Project Description

The Birmingham Airport Authority (BAA) is requesting Statements of Qualifications (SOQ) from qualified airport engineering/architectural firms (Consultant) for the design of several airfield capacity enhancement projects at the Birmingham Shuttlesworth International Airport (BHM).

B. Project Background

The Birmingham Shuttlesworth International Airport serves over 2.8 million passengers annually, making it the busiest commercial service airport in the state of Alabama. The Federal Aviation Administration designates BHM as a commercial service – primary, small hub airport in its National Plan of Integrated Airport System (NPIAS).

Currently, BHM is serviced by six air carriers to 41 airports in 38 cities. In addition to having six air carriers operating out of the airport, BHM is home to two major air cargo operators, two Fixed Base Operators (FBO), the Alabama Air National Guard and numerous regional and national businesses.

The airfield at BHM is composed of two runways that are served by a complementary taxiway system allowing full length taxi to all runway ends. Runway 6-24 is the primary runway with a length of 12,007 feet of grooved asphalt. Runway 18-36 is the secondary runway with a length of 7,100 feet of grooved asphalt.

II. Scope of Work

A. Goals

- i. To enter into a term contract with the most qualified engineering / architectural firm(s) for professional services related to numerous airfield capacity improvement projects at BHM.
- ii. To provide bid ready, construction plans for the construction of short-term airfield capacity improvement projects.
- iii. To provide construction administration services during the construction of airfield capacity improvement projects.

B. Project List

The Birmingham Airport Authority has identified several airfield projects that will allow for BHM to both maintain a high level of pavement maintenance as well as enhance airfield capacity to meet growing demand and interest from current and new aircraft operators. The capacity improvement projects have been identified through pavement studies, the Airport Master Plan and the Airport Pavement Management System. It is the intent of the BAA to address these areas in the next five (5) years.

Specifically, the BAA has identified the following projects as priorities in the short-term planning period. A project list is also included in Appendix A. These projects include, but are not limited to:

- i. Pavement Rehabilitation/Strengthening – Runway 24 Approach End
- ii. Pavement Rehabilitation – Runway 18/36
- iii. Pavement Rehabilitation/Strengthening – Taxiway ‘A’ (Northeast end)
- iv. Taxiway Improvement/Construction – Taxiway ‘H’
- v. Taxiway Construction/Extension – Taxiway ‘P’
- vi. Aircraft Bridge/Culvert Rehabilitation/Construction
- vii. Maintenance Apron Taxilane – Rehabilitation
- viii. Cargo Apron – Construction/Expansion
- ix. Runway 6/24 Shoulder Construction/Widening
- x. Runway 6/24 Blast Pad Construction/Widening
- xi. Runway 24 Glide Slope Terrain Improvement

C. Project Categories

In accordance with federal procurement requirements, the BAA has identified three categories of projects that will be awarded to firm(s) most qualified in each of those categories. Each prospective firm will be evaluated on each category of projects. The BAA will reserve the right to select any one firm to each category of projects. The BAA may select one firm for multiple categories, but shall not select more than one firm for a single category. The selected firm for each category shall be responsible for all related engineering tasks associated with the project. Related tasks may include, but are not limited to site work, conceptual drawings, utility improvements, electrical, plumbing, lighting, markings, drainage and grading for each project. The three categories of project include:

- i. *Navigational Aid (NAVAID) Improvements*
- ii. *Aircraft Bridge/Culvert Rehabilitation/Construction*
- iii. *Apron/Taxiway/Runway Pavement Rehabilitation/Construction*

For those firms selected for a category, the BAA shall notify the firm which specific category they are selected for in the award letter.

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

Respondent's Statement of Qualifications shall be no longer than twenty-five (25) pages and include the following sections:

- i. Project Approach and Schedule
- ii. Relevant Airport Project Experience in Airfield Projects
- iii. Project Team and Experience in Airfield Projects
- iv. Project Partners and DBE Goal Requirements
- v. Other Relevant Respondent Information (Optional)

C. Tentative RFQ Timeline

RFQ Posted	Tuesday, January 29 th , 2019
Pre-Submittal Meeting	Thursday, February 7 th , 2019
RFI Deadline	Friday, February 15 th , 2019
Statement of Qualifications (SOQ) Due	Thursday, February 28 th , 2019
Selection Committee Review Deadline	Friday, March 8 th , 2019
Interviews (If Needed)	Week of March 18 th , 2019
Award	April 2019

D. Pre-Submittal Meeting

A pre-submittal meeting is scheduled for **Thursday, February 7th 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. All attendees who plan to attend the meeting must RSVP to Marcelo Lima at mlima@flybirmingham.com by 2:00pm (local time) Wednesday, February 6th, 2019.

IV. Selection Process

Statement of Qualifications will be evaluated and ranked by the following criteria:

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|----|---|-----|
| A. | Firm's Experience in Airport Airfield Projects | 25% |
| B. | Experience of Project Team in Airport Airfield Projects | 25% |
| C. | Experience with Airports of Similar Size | 20% |
| D. | Firm's Approach in Meeting Project Goals | 20% |
| E. | Commitment to 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

The Owner's overall annual goal for DBE participation is **30 percent**. In all cases, those who wish to do business with 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 of 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 or reject 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.

Additionally, the BAA reserves the right to pursue or not pursue any or all projects listed in this RFQ at the discretion of the BAA. All projects are subject to federal funding being available. The award of any one category to the selected firm does not commit the BAA to enter into an agreement/contract with that firm. Contract terms and conditions will be negotiated separately with the selected firm.

Federal provisions shall be required for projects (tasks) receiving federal funds. Please review all applicable federal provisions for professional services in Appendix B. These provisions shall be included in the term contract with the selected firm(s).

Appendix A

Short Term Project List

(Projects are not limited to this list)

Appendix B
Federal Provisions