COLORADO
Department of Transportation
Division of Aeronautics
5126 Front Range Parkway
Watkins, CO 80137

Request for Qualifications

Colorado Department of Transportation – Division of Aeronautics
Colorado Aviation System Plan &
Economic Impact Study of Colorado Airports Update

Overview/Background

The Colorado Department of Transportation – Division of Aeronautics (Division) intends to develop a Colorado Aviation System Plan (CASP) and an Economic Impact Study of Colorado Airports (EIS). These studies provide current information to what are valuable resources to the Division, airports, government at all levels, and constituents of the Colorado aviation system. The Division has historically updated both studies around five year intervals; however, the system plan update for 2016 had been postponed to coincide with recovery of the Colorado Aviation Fund and the economic impact study is ready for update in 2018.

The CASP helps to identify and quantify the state system of airports as well as determine the development and investment needs of the system. Since the completion of the last system plan (2011), there have been changes to the airport role classifications, system-wide capital programming priorities, and Federal Aviation Administration (FAA) Airport Improvement Program (AIP) and Division grant funding and eligibility. While this effort will utilize some information from the 2011 CASP, it is the Division's intent to "start fresh" with this CASP, with a comprehensive, bottom up evaluation of the existing system.

Since the completion of the last EIS (2013), there has been significant change in state and local economies with Colorado leading national trends in economic growth. The Division is seeking to update its 2013 EIS for Colorado's system of airports (including Denver International Airport). This economic impact study has historically proven to be an excellent resource for decision makers at all levels of government as well as members of the community as to the economic benefit and value of their airport.

The mission of the Division is to support Colorado's multi-modal transportation system by advancing a safe, efficient, and effective state-wide air and space system through collaboration, investment, and advocacy. The vision of the Division is to be the leading state aviation organization by enhancing the efficiency, economic benefit, and sustainability of Colorado's air and space system through funding, innovation, education, and pioneering initiatives.

Both the CASP and the EIS will be accomplished in accordance with current Federal regulations, policy, guidance and Advisory Circulars (ACs), including AC 150/5070-7, *The Airport System Planning Process* and FAA Order 5100.38D, *Airport Improvement Program (AIP) Handbook*.

General Scope for the 2018 Colorado Aviation System Plan:

The CASP will identify and evaluate the airport system's needs within the State of Colorado. The Colorado aviation system currently includes 74 public use airports, 14 of which provide commercial service. The primary goal of the plan is to capture data that supports informed decisions related to planning and developing the Colorado aviation system. This system planning process shall include an approach and general scope consistent with FAA Advisory Circular (AC) 150/5070-7. The Division has also identified several areas of specific interest to be included. An overview and general scope of the project includes, but is not limited to:

- **Establish Study Design and Goals**
  Identify the framework, parties involved, organizational arrangements, major airport problems to be resolved, specific objectives and project schedule. This will include review and update of the long-term vision for Colorado's aviation system.

- **Inventory of System Condition and Performance**
  The inventory of system and airport specific data form the backbone for the system plan update. It is essential that a thorough understanding of activities, facilities, and existing conditions, including secondary socioeconomic data, be derived from the inventory effort. A survey will be developed and implemented to update, expand, and supplement existing inventory data. Maximum use will be made of existing data and documentation. This will include the use of both FAA and Division data. Existing data should be collected from airport layout plans, aerial photography, airport drawings, capital improvement plans, master plans, existing databases, and other sources of secondary information.

- **Explore Aviation Issues & Identify System Needs**
  This study shall provide for an exploration of issues that impact the state aviation system as well as the needs of the system. The final product of this task should result in the identification, preservation, and enhancement of the state aviation system to meet current and future demand resulting in the establishment of a viable, balanced and integrated system [of airports]. This task will include specific areas of concern to the Colorado aviation system that may require a more in depth analysis including but not limited to the following areas:

  - Airport approaches
  - Airport RPZ ownership
  - Airports and evolving air traffic control technology
  - Airport utilities and connectivity
  - Crosswind runways
  - Commercial service terminals
  - Emergency access
  - Part 77 obstructions

- **Forecast of Aviation Activity & System Demand**
  To maintain and develop an airport system that is responsive to user demand, it is important to have a general understanding of where future growth in demand for the system can most likely be anticipated. It is also important to have estimates of future demand quantified so that impacts on future facilities can adequately be determined. Forecasting will be done to justify proposed airport development in terms of aviation activity levels and aircraft mix, limited to simple methods and assumptions that establish the demand for aircraft operations, based aircraft, passengers, cargo,

and ground access. This forecast will provide state, regional, and FAA planners with a forecast to reference when reviewing individual airport master plan reports. Forecasting the air service and general aviation demand/activity is essential for determining system-wide needs using FAA design criteria. FAA approval of the forecast will be required.

- **Review Existing NPIAS Airport Roles/Classes**

  Review airport classification system and update as needed and appropriate, including consideration of FAA primary airports and the general aviation airport ASSET 1 & 2 classifications. Considerations will include metropolitan, regional, and rural economies. Airports that are not included in the FAA's National Plan of Integrated Airports System (NPIAS) will be included as a separate non-federal task identified in the non-federal section at the end of the system plan general scope.

- **Review of Environmental Considerations**

  Review general land use, noise, air quality, and other environmental studies to consider the impact of airport development on the environment and the protection of airports from incompatible uses in neighboring areas.

- **Review of Inter-modal Integration and Airport Access**

  Agencies responsible for the development of highways, railroads, and transit can be helpful in improving surface access to an airport for passengers, air cargo operations, and congestion reduction. An early dialogue between aviation interests and surface transportation agencies is vital to ensure that highway and transit improvements are coordinated with airport expansion plans. State and regional system planners should be aware of the parties involved in surface transportation planning, their roles, and funding availability. These parties include the Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration, state highway departments, local bus and rail transit agencies, private transportation providers, metropolitan planning organizations, and other city and county transportation agencies.

- **Analysis of system alternatives**

  This task will document how best to enhance, expand, and maintain the state aviation system to meet its stated vision and goals. As part of this task, projects needed to meet facility/service objectives for airports in each of the functional/role groupings will be finalized.

  Facility requirements determination will include analysis of the suitability, possibilities for expansion, and safety deficiencies of existing airports; the general location and need for land bank programs or new airports; and the compatibility of airports with surface access plans and comprehensive planning. This analysis will include a reasonable number of alternative airport systems, including feasibility and sensitivity analysis, contingency plans and the evaluation of safety, efficiency, environmental impacts, energy considerations and cost.

- **Develop System-wide Cost Estimate and Implementation Plan**

  One of the greatest challenges to the development and improvement of the aviation system is limited resources which always exceed the needs of the system. It will be necessary to quantify system development needs in order to best determine how to meet identified system needs. This quantification may be accomplished by analysis of

existing system-wide airport capital improvement plan data as well as any other available data obtained as necessary to accomplish this task.

This task will be the culmination of the system planning process. The recommended plan will provide direction to the State as to how best to invest in and grow the airport system to maximize its return to Colorado and to meet the established vision for the airport system. The recommended plan will be documented from a statewide and airport-specific basis. It will identify strategies for improving the system to reach targeted goals. It will provide guidance on initiatives that need to be undertaken to support the implementation of this study's recommendations and may provide more detailed airport-specific actions.

- **System Goals and Performance Measures**

  The 2005 and 2011 CASPs identified and implemented several performance measures and corresponding benchmarks. Generally these performance areas focused on Activity, Expansion Potential, Economic, Emergency/Coverage and Investment. A thorough review and update of how the system is evaluated is expected and may result in revised performance measurements, resulting in an efficient and effective way to consistently evaluate the system.

Non-Federal Tasks for the 2018 Colorado Aviation System Plan

The Division intends to pursue several tasks as part of this system planning process that are deemed to be of importance to the Colorado aviation system. These tasks are necessary to determine and support the Division's investment in the Colorado aviation system, including NPIAS and Non-NPIAS airports, through the Colorado Discretionary Grant (CDAG) Program and various other statewide initiatives.

Because the CASP is funded in part by Federal funds, certain tasks are not eligible for Federal funding. The Division intends to identify and quantify any work associated with these tasks as separate schedules of work to be funded solely by the Division.

- **Review of Non-NPIAS airport Roles/Classes**

  The Division has historically identified several Non-NPIAS airports throughout Colorado as essential to the Colorado aviation system, and the communities they serve. The Division also has made significant investment in many of these airports through the CDAG program and various other support programs. As part of this planning process the Division intends to review the roles and classes of Non-NPIAS airports, to the extent necessary, to determine their role in the state system of airports and to guide any necessary investments needed.

- **Data Management, Evaluation, and Reporting**

  It is the desire of the Division to identify and incorporate airport data and system information for tracking and update in the Division's existing Web-based Information Management System (WIMS). WIMS is a Salesforce based in the cloud data management software used by the Division for grants management, capital improvement plan updates, etc. This functionality may also allow for the continual update to system data and measurements. This task may involve further development

of the WIMS platform to more effectively incorporate and manage desired data including the tracking and reporting of metrics.

- **Include Real Life Stories**

  The Division intends to develop several stories to provide real-world examples of the positive impact that aviation and airports in Colorado have on the lives of Coloradans. These stories will be included in the final reports and should provide context to positive aviation impacts in Colorado.

Deliverables will include, but not be limited to electronic (PDF), production-ready versions of full technical report, executive summary, system-wide brochure, and individual airport brochures. It is also expected that integration with or the enhancement of the WIMS system will be necessary as part of this project.

General Scope for the 2018 Economic Impact Study (EIS) of Colorado Airports:

Airports are an essential component of the communities they serve. While offering an extremely important mode of transportation, airports can greatly influence economic growth and development locally, regionally and statewide. As demands on the public transportation system continue to increase, the benefit and true value of airports as an economic generator must be continually assessed.

Since the 2013 study the Colorado economy has become a leader of increasingly positive national economic trends. The Division is seeking to update its 2013 EIS for Colorado's system of airports (including Denver International Airport). This economic impact study has historically proven to be an excellent resource for decision makers at all levels of government as well as members of the community as to the economic benefit and value of their airport.

The 2013 EIS was completed using industry-accepted methodologies, this study should do the same with an emphasis on remaining relevant and comparable to previous studies. It will include, but not be limited to the following general scope:

- **Data Collection and Surveys**
- **Types of Economic Impact**
  - On-airport direct
  - Visitor Spending (Indirect)
  - Airport dependent
  - Spin-off (Induced)
- **Measures of Economic Impact**
  - Jobs
  - Wages
  - Economic Activity

Improvements/Additions

This Economic Impact Study of Colorado Airports will review and update the elements and deliverables of the 2013 economic impact study as specified above. This update will also include the following improvements/additions to the 2013 study work items:

- **Enhancement to Explanation of Economic Impact Results**
  A more thorough explanation as to how the economic impact numbers in the study were derived. One of the greatest challenges faced by the Division with the publication of past studies has been explaining, justifying and, at times, defending the data presented. Questions, and sometimes skepticism, often arise from inquisitive local government representatives, airport tenants/users and community members. While past studies have included an explanation of methodologies used, a more comprehensive explanation in "layman's" terms will be very beneficial and useful to the Division and its constituents.

- **Development of Regional Impact Metrics**
  The project should explore the expansion of economic impact metrics of the state's airports, both individually and system-wide. Traditional economic impact metrics include jobs/employment, payroll, earnings, and direct/indirect/multiplier impacts. These metrics would be assessed at not only the statewide and individual airport levels, but other subdivisions or regions as may be necessary.

- **Dynamic Economic Impact & Modeling**
  It is also the desire of the Division to explore creation of a tool to dynamically model economic impacts. If determined to be feasible, this tool would ideally allow more regular updates to economic impact data as well as allow airports to calculate what economic impact certain metrics would produce. Previous economic impact studies have been a snap shot of economic conditions taken approximately every five years and the development of this tool would allow for more accurate and up to date information in-between studies.

Deliverables will include, but not be limited to electronic (PDF), production-ready versions of full technical report, executive summary, system-wide brochure, and individual airport brochures. It is also expected that development of data tracking and modeling tools will be necessary as well as integration into WIMS.

General Information

To accomplish these projects, the Division is requesting statements of qualifications from firms interested in providing professional aviation consulting services for the Colorado Aviation System Plan (Objective I) and the Economic Impact Study of Colorado Airports (Objective II). The interested firms must have experience and demonstrated knowledge in the airport system planning process per FAA Advisory Circular, 150/5070-7, "The Airport System Planning Process" as well as experience and demonstrated knowledge in the economic impact study process. The Division has not yet determined whether these objectives are to be updated concurrently or subsequently, but any duplication of efforts should be minimized. The Division is prepared to determine in consultation with the best qualified firm, and as part of the development of the scope of work, the final strategy to pursue both objectives in the most efficient and effective manner.

This project will be funded with both FAA AIP funds and Colorado Aviation Fund funds. The selection process will be performed pursuant to FAA Advisory Circular 150/5100-14E. Title IX

of the Federal Property and Administrative Services Act of 1949 requires that qualifications based selection procedures be used for the selection of firms to perform architectural and engineering services. Qualifications based procedures require that a contract for A/E services be awarded pursuant to a fair and open selection process based on the qualifications of the firms. Discussions will be initiated with the first-ranked consultant to fully define the scope of work and services to be provided. After agreement on a detailed scope of services has been reached, the Division will initiate the preparation of an Independent Fee Estimate (IFE) in conformance with 2 CFR §200.323 and Table 3-67 of FAA Order 5100.38. The fees for such services are established following selection of a firm through a negotiation process to determine a fair and reasonable price.

Interested firms must submit six (6) copies of qualifications to the Division. Submittals should include the following information and documentation:

- Statement describing specialized capabilities and experience in the airport system planning process and the economic impact study process
- Statement describing overall project understanding and technical approaches including key study elements and potential study problem areas.
- Experience, qualifications and workload of individual personnel assigned to the project
- Scheduled program goals and timelines
- References from three (3) recently completed projects of a similar nature for Objective I and II.

All responding firms will be evaluated using the consultant grading criteria described below. A selection committee chosen by the Division will select the top three (3) qualified firms based on the qualifications submitted and each of these three firms will be interviewed (either by phone or in-person) by the selection committee. The successful firm(s) is/are not automatically entitled to a contract for services but rather the firm(s) is/are granted the first right to negotiate a final scope-of-work and contract terms with the Division.

Consultant Grading Criteria

	Weighted Value
Qualifications, experience and expertise in providing the services as related to this project (primary firm and subcontractors)	25%
Project approach and implementation capability (description of project approach, technical content of submittal and methods/approach proposed to complete the project)	20%
Firm Capacity and workload of personnel assigned to the project (primary firm and subcontractors)	20%
Scheduled program goals and timelines (clear and feasible goals/objectives, organized and logical activity sequence)	20%
Feasibility and Completeness of proposal (adequacy and completeness of submittal, submittal inspires confidence in production of a quality project)	15%