



COLORADO

Department of Transportation

Division of Aeronautics

5126 Front Range Parkway

Watkins, CO 80137

Request for Qualifications

Colorado Department of Transportation - Division of Aeronautics Economic Impact Study of Colorado Airports Update

Overview/Background

The Colorado Department of Transportation - Division of Aeronautics (Division) intends to update the current Economic Impact Study of Colorado Airports (EIS), which was published in 2020 using 2018 data. 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 Division has historically updated the EIS study at five year intervals, and this effort will continue this practice.

The mission of the Division is to support Colorado's multi-modal transportation system by advancing a safe, efficient, and effective state-wide aviation 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 aviation through funding, innovation, education, and pioneering initiatives.

General Scope for the 2025 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 and articulated.

Since the 2020 study, the Colorado economy has become a leader of increasingly positive national economic trends. The Division is seeking to update its 2020 EIS for Colorado's system of public use airports (including Denver International Airport) utilizing 2023 data.

The 2020 EIS was completed using industry-accepted methodologies, and this study should do the same with an emphasis on remaining relevant and highly 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
 - Visitor Spending
 - Airport dependent
 - Indirect Impacts
- **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 2020 economic impact study as specified above. This update will also include the following improvements and additions included in the 2020 EIS:

- **Enhanced Explanation of Economic Impact Results**
A 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 historical studies was 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 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 public use airports, both individually and system wide. Traditional economic impact metrics include jobs/employment, payroll, earnings, direct/indirect/multiplier impacts, value added and business revenues/output. These metrics would be assessed at not only the statewide and individual airport levels, but other regions as identified by Colorado’s Office of Economic Development and International Trade.
- **Airport Site Visits & Individual Brochures**
It is also the desire of the Division to have the qualified consultant visit each airport to ensure that accurate and relevant data are being collected. The development of individual summary brochures for each airport will also be required.
- **Branding**
It will be necessary that any branding for websites and materials be consistent with the Colorado Department of Transportation’s Branding Guidelines.



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. Administration of a project website will be required including ensuring that electronic documents meet accessibility requirements.

General Information

To accomplish these projects, the Division is requesting statements of qualifications from qualified firms interested in providing professional aviation consulting services for the Economic Impact Study of Colorado Airports. 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 development process. The Division is prepared to determine in consultation with the most qualified firm, and as part of the development of the scope of work, the final strategy and scope to pursue objectives in the most efficient and effective manner.

While not a federally-funded project, the selection process will be performed generally in accordance with 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 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) generally 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 electronically through BidNet system 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 (within the past five years)

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 may be interviewed (either virtually 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 points
Project approach and implementation capability (description of project approach, technical content of submittal and methods/approach proposed to complete the project)	20 points
Firm Capacity and workload of personnel assigned to the project (primary firm and subcontractors)	20 points
Scheduled program goals and timelines (clear and feasible goals/objectives, organized and logical activity sequence)	20 points
Feasibility and Completeness of proposal (adequacy and completeness of submittal, submittal inspires confidence in production of a quality project)	15 points

