

Notice to Construction Managers

New Consolidated Rental Car Facility

TAIT Project #70726

The Tulsa Airports Improvement Trust (TAIT) is hereby soliciting Statements of Qualifications (“Statement(s)”) from construction managers at risk for the New Consolidated Rental Car (ConRAC) Facility.

To accommodate long-term growth and operational efficiency, TAIT intends to build a modern, consolidated rental car facility with secured ready/return areas, all while maintaining rental car and parking operations during construction and avoiding adding congestion to terminal roadways.

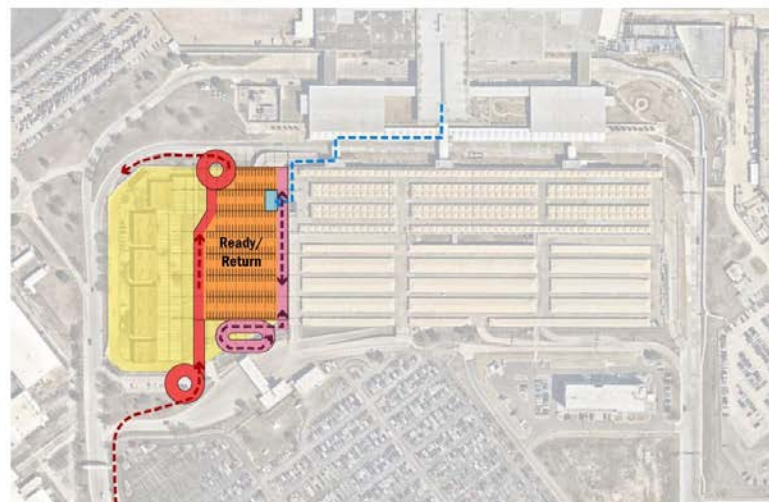
The project elements, as generally described, include:

- Ready/Return (R/R) Garage Facility
- Renovation to the existing Quick Turnaround Area (QTA) Facility which may include the upgrade of QTA systems
- Rental/return ingress and egress roadways connecting to existing Airport roadway infrastructure, including any required signage and traffic control elements
- Vertical Circulation, both vehicular and pedestrian
- Exterior and Interior Operational Signage
- Additional “as required” program elements may include QTA Operator spaces, Customer service counter area modifications.

Concept A

ConRAC

- New 4 level facility for rental cars with independent entrance and exit
- Meets 2044 ready/return program
- 3 ready/return levels aligns with marketshare
- Easy to provide secured ready/return
- 13'-6" floor to floor heights
- Canopy at top level of ready/return



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The program, which shall be further validated through the design process, may consist of approximately 450,000 sq-ft of space within a 4-level garage.

The site the ConRAC will be developed on is constrained on all sides and is currently used as stacking space for the existing QTA. QTA and rental car operations will need to be maintained during construction of the new facility. The final layout of the facility will be determined through the design process.

Anticipated Services The services anticipated under this Request for Qualifications may include, but are not limited to:

1. **Construction Management** – Provide services such as construction inspection, geotechnical analysis, and materials testing as required.
2. **Stakeholder Coordination** – Obtain and incorporate input from airport staff, rental car companies, tenants, and other stakeholders into project plans, phasing, and operational startup.
3. **Plan Review and Recommendations** – Advise on adjustments to plans and specifications, including contract packaging, scheduling, and phasing requirements.
4. **Procurement Management** – Administer competitive bidding for construction contracts in compliance with Federal, State, and local statutes. Identify potential bidders and suppliers to maximize participation.
5. **Change Control** – Ensure no unauthorized change orders, material substitutions, or quantity changes occur without written approval.
6. **Compliance** – Utilize applicable sections of the airport’s Standard Operating Procedures for construction projects.
7. **Reporting** – Provide weekly updates to airport management and staff.
8. **On-Site Support** – Maintain appropriate levels of on-site presence throughout the project.
9. **Regulatory Coordination** – Manage required reports, permits, and planning activities with relevant governmental agencies.
10. **Cost and Schedule Oversight** – Monitor project budgets and timelines; oversee quality control and safety programs.
11. **Value Engineering** – Provide updated cost estimates and master schedules monthly or as required; offer constructability reviews and value engineering options.
12. **Document Management** – Implement a system for cataloging all project-related documents, including correspondence, permits, inspection reports, plans, specifications, material submittals, O&M manuals, and training materials. Distribute O&M manuals and training materials to airport operations staff.

A qualification-based selection process conforming to Federal Aviation Administration (FAA) Advisory Circular 150/5100-14E will be used to select a well-qualified firm. Fee information will not be considered in the selection process and must not be submitted with the Statement.

Scopes and not-to-exceed fee totals (hourly) will be negotiated for preconstruction construction management services. However, note that TAIT limits the cost multiplier to 3.0 max (Direct Labor + Overhead + Profit < 3 * Direct Labor). Prospective firms are advised that applied overhead rates must be in accordance with the cost principles established within Federal Regulation 48 CFR Part 31, *Contract Cost Principles and Procedures*. The successful firm will be required to submit a copy of their current overhead rate audit certification.

The Selection Committee will score each Statement using the following criteria (“**Selection Criteria**”). The Statement should specifically address each criterion.

1. Firm’s experience with 3-5 comparable recent projects. Include size, cost, delivery method, services provided, milestones, and owner references.

2. Key personnel's proposed roles and individual experience in similar capacities. Include current resumes and percent of time committed to this project. Identify any recent turnover in similar roles.
3. Project approach and methodology.
 - a. Pre-construction. Demonstrated expertise and experience of the Proposer in the services required in the contract including detailed estimating, value engineering, constructability and timely estimate reconciliation. Demonstrated ability to understand the contractor's role during this phase.
 - b. Construction. Demonstrated expertise and performance on complex occupied institutions or other relevant projects, including complex and negotiated projects, quality control, phasing and security controls, safety management and accident prevention and ability to work without disruption to operations, passengers and tenants.
4. Schedule Management. Include examples of successes in beating original proposed schedules and in recovering delayed schedules. Provide original vs. actual completion dates, reasons for variance, and recovery strategies.
5. Cost Management. For the entity or division that will provide CMAR services for this proposed contract, provide a list of the last five CMAR contracts with a construction value between \$25 million and \$100 million. For each contract, include:
 - a. Original owner budget
 - b. Guaranteed Maximum Price (GMP)
 - c. Total approved change orders
 - d. Final cost
 - e. Owner name and contact information
 - f. Completion date
 - g. Explanation of cost changes (including owner-directed scope changes and unforeseen conditions)
 - h. Original vs. actual completion date
6. Safety Program and Performance
 - a. Include current rates and rates for each of the previous 3 years for each of the following:
 - i. Experience Modification Rate
 - ii. Total Recordable Incident Rate
 - iii. Lost Time Incident Rate
 - b. Include OSHA 300A summaries for the past five calendar years for the company or division that will perform the CMAR services.
7. Financial Strength and Risk Management.
 - a. Include bonding capacity and surety letter.
 - b. Include a certificate of insurance showing current coverage for general liability, professional liability, builder's risk, auto liability, and workers' compensation. Include coverage limits, carriers, and effective dates. Confirm whether coverage has been continuous for the past five years. Include loss runs from insurance carrier for claims history.
 - c. Include a list of all claims, disputes, and litigation (including settled, pending, and closed cases) related to construction projects over the past five years. Include:
 - i. Date of claim or litigation
 - ii. Amount claimed and amount paid
 - iii. Brief description of the issue
 - iv. Current status (open, closed, settled) Certify that this list is complete for all divisions and subsidiaries involved in construction.

The Committee may short-list two or more firms if it is deemed necessary. It is anticipated that the short-listed firms will then be asked to respond to a request for more information and/or to participate in an interview. However, TAIT has the right to proceed directly to contract negotiations with the highest ranked firm immediately after reviewing the Statements.

Interested firms may attend an optional **Pre-Submittal Conference** in person or remotely. The conference will be held in Tulsa International Airport's Conference Room A211 in the Terminal Building (<https://flytulsa.com/travel/amenities/terminal-map/?location=14>) at **2:00 PM local time on Thursday, January 29th, 2026**. Remote participation is available via Microsoft Teams.

[Join the meeting now](#)

Meeting ID: 255 488 274 312 74

Passcode: yC6QQ98w

Interested firms shall **email their Statement of Qualifications** to BrianAussieker@flytulsa.com **no later than noon local time on Thursday, February 12th, 2026**. Statements received after such time will not be considered.

Submission Format and Page Limit Requirements

To ensure clarity and comparability of responses, Statements must follow the format and page limits outlined below. Failure to comply may result in disqualification.

Overall Page Limit

- **Maximum of 15 pages**, excluding appendices for required attachments.
- Attachments such as resumes, insurance certificates, OSHA 300A summaries, surety letters, and litigation details must be placed in an **Appendix** and will **not count toward the page limit**.

Appendices (Not Included in Page Limit)

- Resumes of key personnel.
- Certificates of insurance.
- Surety letter and bonding capacity.
- OSHA 300A summaries for the past five years.
- Loss runs from insurance carrier.
- Claims, disputes, and litigation history.

Formatting Requirements

- **Font:** Minimum 11-point, professional font (e.g., Arial, Calibri).
- **Margins:** Minimum 1 inch.
- **File Format:** Submit as a single PDF document.

TAIT has the right to:

1. Cancel this solicitation at any time.
2. Reject any and all submissions
3. Request an oral interview or additional information from individuals or firms prior to final selection.
4. Select for contract negotiations the firms' submittal that, in the sole discretion of TAIT, best meets its needs.
5. Waive minor/non-substantive irregularities in at the sole discretion of TAIT.

6. Require the successful firm to present a certificate(s) of insurance for malpractice liability insurance, general liability, and worker's compensation insurance from an insurance carrier(s) authorized to do business in the State of Oklahoma, at limits commensurate with the risk associated with the project.

The TAIT method of selection of professional consultants will meet TAIT policy and FAA guidelines, be professionally acceptable, ensure maximum open and free competition, and avoid any suggestion of unfair or unethical practices.

The successful firm will be required to use the Airport's contract management system [B2Gnow](#) for all contract administration and compliance.

Title VI Solicitation Notice

As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21) including amendments thereto, the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

Dated at Tulsa, Oklahoma, this 14th day of January 2026.