

Notice to Airport Engineers



The Tulsa Airports Improvement Trust (TAIT) is hereby soliciting statements of qualifications and experience from airport engineers to design and provide services during construction of security upgrades at Tulsa Riverside Airport (RVS). The TAIT may contract with the selected firm for other projects if the scope is similar.

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 of qualifications. However, note that TAIT limits the cost multiplier to 3.0 max (Direct Labor + Overhead + Profit < 3 * Direct Labor). Prospective engineers 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. Not-to-exceed fee amounts will be negotiated for design and construction services contracts.

The Selection Committee will score each Statement using the following criteria. Each Statement should specifically address each criterion and any other information the engineer wishes to provide. Primary emphasis will be placed upon:

1. Firm/team's capability to perform all aspects of the project as demonstrated by recent similar experience.
2. Key personnel's proposed roles (design and inspection) and individual experience in similar capacities. Who will be working on the project? What experience do they have?

Additionally, firms will be evaluated on:

3. Proposed Project Manager's record of meeting schedules or deadlines in his/her last 5 projects.
4. Understanding of the project's potential challenges and the Sponsor's special concerns.
5. Experience using ODOT-certified Disadvantaged Business Enterprises (DBEs). Include project names, dates, and DBE names.

Projects that are referred to as having been accomplished by your firm shall be projects that were accomplished by personnel still on the firm's staff. Projects that were accomplished by key personnel (that will be assigned to this project) while employed by other firms may be included in the Statement of Qualifications.

The Selection Committee may shortlist two or more firms if it deems subsequent evaluation is necessary to select a firm. Shortlisted firms may be asked to respond to written questions and/or to participate in an interview. However, the TAIT reserves the right to proceed directly to contract negotiations with the selected firm immediately after review of the Statements of Qualifications.

Services anticipated include security analysis and design, topographic and site surveys, reports, cost estimates, project schedules, FAA Construction Safety and Phasing Plans, preparation of plans and specifications, bidding, inspection, quality assurance testing, and grant administration assistance for all civil, electrical, and ancillary services required to accomplish the anticipated project.

DBE Requirements for the Selected Firm

The following information is provided to communicate expectations for the selected firm. This Agreement will be funded in part by a grant from the Federal Aviation Administration, therefore the requirements of Title 49 CFR Part 26, Participation by Disadvantaged Business Enterprises, applies to this Agreement. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of an Agreement formed as a result of this selection process. **TAIT has set a DBE goal of 2% for the design contract for the Security Upgrade Project.** The consultant's selection is conditioned upon the selected firm satisfying the good faith efforts requirement of 49 CFR § 26.53. The following requirements also apply for projects utilizing federal funding. Disadvantaged Business Enterprise (DBE) Policy, The Consultant or Sub-Consultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. Failure by the Consultant to carry out these requirements is a material breach of Agreement, which may result in the termination of this Agreement or such other remedy, as the TAIT deems appropriate.

Next Steps and Details

Interested firms may attend an optional Pre-Submittal Conference either 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 1pm local time on Wednesday, October 4, 2023. Remote participation is available via Microsoft Teams. Request details from BrianAussieker@tulsaairports.com. Following the Conference, Airport staff will offer a tour of the project area.

Interested firms shall email their statement of qualifications to BrianAussieker@tulsaairports.com no later than 8am local time on Monday, October 23, 2023. Statements received after such time will not be considered.

The qualification statement is limited to **six 8 ½" x 11"** pages of content. Any cover page, transmittal letter, table of contents, or divider pages that do not contain content are not included in the maximum number of pages. A Certificate of Insurance shall be included in the Statement but is not counted toward the maximum number of pages.

The TAIT reserves the right to:

1. Cancel this solicitation at any time.
2. Reject any and all submittals.
3. Request an oral interview or additional information from individuals or firms prior to final selection.
4. Select for contract negotiations the offeror's submittal that, in the judgment of the TAIT, best meets its needs.

5. Require the successful offeror to present a certificate of insurance for malpractice liability insurance from an insurance carrier authorized to do business in the State of Oklahoma.

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

The following federal provisions are incorporated by reference:

- Title VI of the Civil Rights Act of 1964
- 2 CFR Part 180 – Debarment and Suspension
- 49 CFR Part 20 – Lobbying and Influencing Federal Employees

Title VI Solicitation Notice

The TAIT, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that any for contract entered into pursuant to this advertisement, businesses will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

Federal Fair Labor Standards Act (FLSA)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, et seq, the FLSA, with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.

The Consultant has full responsibility to monitor compliance to the referenced statute or regulation. The Consultant must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

Trade Restriction Certification

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror –

- 1) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);
- 2) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- 3) has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR § 30.17, no contract shall be awarded to an Offeror or subcontractor:

- 1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR; or
- 2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR list; or
- 3) who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

References:

1. [Capital Improvement Plans - Fly Tulsa](#)
2. Attached Program Narrative

3. Attached Transportation Security Administration Guidelines for General Aviation Airport Operators and Users document paragraph 6.3.4
4. Attached Action Item from the Runway Safety Action Committee

Dated at Tulsa, Oklahoma, this 14th day of September 2023

PART IV
PROGRAM NARRATIVE

(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT: Security fencing

AIRPORT: Tulsa Riverside Airport (RVS)

1. Objective:

The project consists of installing new fencing, security gates and cameras in the south west hangar area as well as the main entrance.

2. Benefits Anticipated:

- Reduce incursions.
- Increase security
- Comply with the Master Plan
- Comply with Security Guidelines for General Aviation Airport Operators and Users document paragraph 6.3.4.
- Recommendation from the Runway Safety Action Team

3. Approach: *(See approved Scope of Work in final Application)*

Competitively select a designer to prepare plans and specifications. These plans and specifications will be publicly advertised and competitively bid. The lowest responsible bidder will be engaged to perform the work.

4. Geographic Location:

West side of the airport. See exhibit A

5. If Applicable, Provide Additional Information:

6. Sponsor's Representative: *(incl. address & tel. no.)*

Brian Aussieker, PE Senior Airports Engineer
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6.3.4. Perimeter Security To delineate and adequately protect security areas from unauthorized access, it is important to consider boundary measures such as fencing, walls, electronic boundaries (for example, sensor lines, alarms), and other physical and/or natural barriers. Physical barriers can be used to deter and delay the access of unauthorized persons onto sensitive areas of airports. Such structures are usually permanent and are designed to be a visual and psychological deterrent as well as a physical barrier. They also serve to meet safety requirements in many cases. Where possible, security fencing or other physical barriers should be aligned with safety and security area boundaries. The choice of an appropriate security boundary design is not only affected by the cost of equipment, installation, and maintenance, but also by effectiveness and functionality. Natural barriers, such as ditches or other natural breaks, can be operationally and financially effective.

OPEN

ACTION ITEMS

Action Item Code: RVS-2020-001

Completion Due Date: 2024/12/31 (estimated)

Status: On Course

Action Item: RVS Airport authority will look into securing the front gate/main-entrance gate to mitigate unauthorized vehicles from entering AOA on the airport.

Action Item Rationale: There have been numerous VPDs at RVS where civilians entered through the front gate and were driving on airport movement areas without ATC authorization.

Point of Contact: Tulsa Airport Improvement Trust ---
Austin Wheeler --- 918-527-0631 ---
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