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LANCASTER REGIONAL AIRPORT
TxDOT SOLICITATION No.: RFQ-24MPLNCAS-00092

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Texas Department of Transportation
Aviation Division
Request for Qualifications (RFQ) for Professional
Services

The City of Lancaster through its agent, the Texas Department of Transportation (TxDOT), intends to engage a qualified firm for services. This solicitation is subject to 49 U.S.C. §47107(a)(17) and will be administered in the same manner as a solicitation conducted under Chapter 2254, Subchapter A, of the Texas Government Code. TxDOT Aviation Division will solicit and receive qualification statements for professional services as described below:

Airport Sponsor: City of Lancaster; TxDOT CSJ/Project No.: 24MPLNCAS. The TxDOT Project Manager is David Kirkpatrick.

Scope: Prepare a Master Plan

1. Prepare a Master Plan consistent with the most current FAA Advisory Circulars and Standard Operating Procedures, to include incorporating sustainability and recycling, reuse, and waste reduction;
2. Incorporate FAA AGIS requirements and data collection as needed, including an -18B obstruction survey, and upload data to the FAA's Airport Data and Information Portal.
3. The ALP will include the following sheets:
 - a. Coversheet
 - b. Airport layout drawing
 - c. Data sheet
 - d. Terminal area plan
 - e. Airport airspace drawing
 - f. Inner portion of the approach surface drawing
 - g. On-airport land use drawing
 - h. Off-airport land use drawing
 - i. Airport property map (Exhibit A)
 - j. Runway departure surface drawing
 - k. Utility drawing
 - l. Airport access plans
 - m. Other sheets as necessary
4. Develop a Capital Improvement Plan, including a recommended phasing plan and financial overview that considers local, state, federal, and alternative funding sources;
5. Establish phased, attainable goals for airport improvements and development based on a forecast for aviation demand and current and future critical aircraft;
6. Consider the emergence of Unmanned Aircraft Systems and Advanced Air Mobility and incorporate any planning in the narrative, to include vertiport siting;
7. Develop and adopt into local zoning airport height hazard protection and airport land use compatibility measures, including associated maps, to ensure the protection of the public investment in the airport;

8. Per FAA SOP 8.00, review any existing RSA determinations and update as needed or complete a determination for any runway that does not have one. If an RSA study is needed, that study will be conducted as part of this planning effort. A list of follow-on projects or studies will be a deliverable of this task.

The Agent, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all respondents that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit in response to this solicitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The proposed contract is subject to 49 CFR Part 26 concerning the participation of Disadvantaged Business Enterprises (DBE).

The DBE goal is set at **0%**.

To assist in your qualification statement preparation, the criteria and most recent Airport Layout Plan are available online at <http://www.dot.state.tx.us/avn/avninfo/notice/consult/index.html> by selecting “Lancaster Regional Airport.”

Response Procedure:

The successful firm will be selected on the basis of a Response. A prime provider may only submit one Response. If a prime provider submits more than one Response, that prime provider will be deemed non-responsive. The Response must contain the required information, and should address the recommended information, as listed below. Response submissions will be scored accordingly. If the Response is non-compliant with any of the following requirements, the Response may be deemed non-responsive.

1. Qualifications Statement (QS) – The QS shall contain no more than **nine 8.5x11-inch single-sided pages.**
 - a. QS Format:
 - i. Readability – The submitter has latitude in formatting the QS for visual effectiveness. Graphics, tables, photos, and other visual aids are permitted within the nine allotted pages, except that Quick Response (QR) codes or other external link(s) are not permitted. There is no specific font, font size, color, or other formatting requirements, although a font size smaller than 10 is not recommended. Selection committee members may consider legibility and readability when scoring. Unreadable text will not be considered and may cause the QS to be deemed non-responsive. **It is the submitter’s responsibility to provide a legible,**

readable document.

- b. QS Content - It is recommended the QS include:
 - i. The RFQ number, airport name, name of firm, firm address, email address, telephone number and contact information for key personnel. The response shall also identify each proposed project team member, each proposed member's time commitment to this project as a percentage of their total work week, and whether the proposed member is an employee of the responding firm or a sub-contractor to that firm.
- c. QS Content – For scoring purposes, the QS **must** include:
 - i. Information showing the firm's project understanding and technical approach, including similar project-related experience of the project manager and each task leader responsible for a major work category. For each project referenced, identify either the project manager's or the task leader's specific role(s) and work contributed.
 - ii. In addition to individual project-related experience of the project manager and task leaders required under (ii), list no more than ten relevant projects performed by the responding firm within the last 10 years. This shall include project start date, airport name, location, phone number, and airport contact person's name, title, and phone number. It shall also include the original project completion time estimate vs. the actual completion time for the cited project, as well as a brief narrative description of the project and whether or not your firm served as the prime or the sub on each project cited.
 - iii. Proposed Project Schedule: Indicate the number of **weeks** (not months) necessary to complete the project in accordance with "Proposed Project Schedule" information below.

The Response must be submitted in eGrants following the Submission Procedures at the end of this notice.

Proposed Project Schedule

Based on the published project scope and your technical approach, indicate below the number of **weeks** (not months) necessary for each phase and total time to complete the project. Some of the basic responsibilities within each planning phase are included for reference. Do not include review time. Assume, however, that your work will require some revision after review, and that the time required to address these

comments should be included within your schedule. If time is required for specialized studies, indicate the additional time.

NOTE: This proposed schedule will set the basis for the contract deadlines in the professional services agreement if your firm is selected.

Kick-Off; Establish Goals and Strategic Plan

- Conduct target market and SWOT analysis; establish objectives
- Strategic vision – Airport vision, mission, and value statements
- Create public outreach program with digital component

Phase I: Airport Role and Planning Standards

- Update aviation demand forecasts – based aircraft and operations
- Determine current and future critical design aircraft
- Airfield design and landside hangar/business market assessment

Phase II: Airport Facility and Land Use Alternatives

- Evaluate highest and best uses of airport property
- Develop airside and landside facility requirements/alternatives
- RSA Evaluations

Phase III: Development Plan, CIP, ALP, HHZ, Etc.

- Recommend concept plan and CIP for short- and long-term periods
- Height/hazard and land use compatibility
- Update Airport Layout Plan (ALP), Final Documents, and Meetings

EVALUATION CRITERIA FOR AIRPORT PLANNING QUALIFICATIONS

1. Capability to perform all of the services required for this project and professional qualifications of key personnel assigned to this project relevant to the work to be performed. (25 points)

Does the consultant have the necessary resources to perform all of the services required (e.g.: planning, surveying, CAD, etc.)? Who are the professionals that will be working on this project on a daily basis and how do their qualifications and experience with general aviation airport planning projects compare with other respondents?

2. Recent experience, within the last ten years, in the development of airport plans comparable to the proposed project. (25 points)

Does the consultant have direct experience developing general aviation airport plans similar to those proposed for this location?

3. Ability to meet the schedules and deadlines of this project and reputation for competence, timeliness, and quality of performance and work product. (25 points)

Does the proposed planning and engineering team have sufficient time to devote to this project in order to meet the schedule submitted in the qualifications? Is the

proposed schedule realistic? Does the consultant consistently meet contractual timetables? Has the work performed for other airports been satisfactory?

4. Proposed Technical Approach and Schedule to Accomplish the Project. (25 points)

Does the consultant show specific understanding and familiarity with the particular requirements of this project and how to address them? Is the consultant familiar with relevant planning and engineering? Is the schedule appropriate to accomplish the project?

Submission Procedure

The Response must be received in the TxDOT Aviation eGrants system no later than November 7, 2024, 2:00 PM. (CST).

Firms that wish to submit a response to this solicitation must be a user in the TxDOT Aviation eGrants system no later than one business day before the solicitation due date. To request access to eGrants, please complete the Contact Us web form located at <http://txdot.gov/government/funding/egrants-2016/aviation.html>

The consultant selection committee will be composed of local government representatives. The final selection by the committee will generally be made following the completion of review of responses. The committee will review all submissions responses and rate and rank each. The evaluation criteria for airport planning projects can be found at <http://www.txdot.gov/inside-txdot/division/aviation/projects.html> under Information for Consultants. All firms will be notified, and the top-rated firm will be contacted to begin fee negotiations. The selection committee does, however, reserve the right to conduct interviews for the top-rated firms if the committee deems it necessary. If interviews are conducted, selection will be made following interviews.

Please contact TxDOT Aviation for any technical or procedural questions at (800)68-PILOT (74568). For procedural questions, please contact Dawn Denson, Contract Specialist. For technical questions please contact David Kirkpatrick, Project Manager.

For questions regarding responding to this solicitation in eGrants, please contact the TxDOT Aviation help desk at 1-800-687-4568 or avn-egrantshelp@txdot.gov

Respondents are responsible for checking the TxDOT Aviation website regularly for any changes to the RFQ documents, such as Addenda. Here is a link to the TxDOT Aviation website for your convenience.

<http://www.txdot.gov/inside-txdot/division/aviation/projects.html>.



Aviation Division

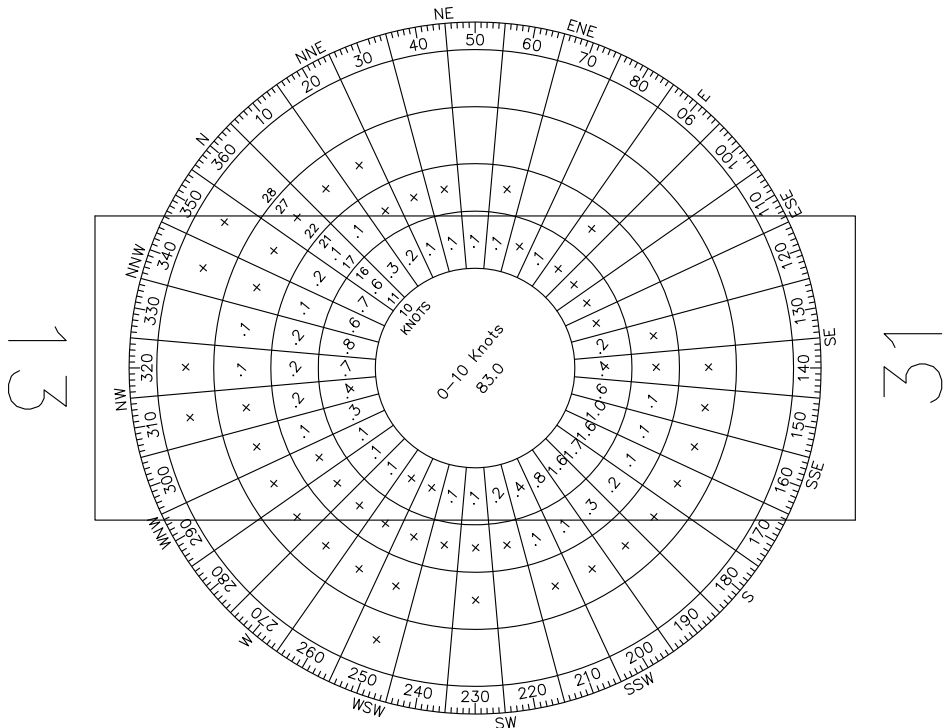
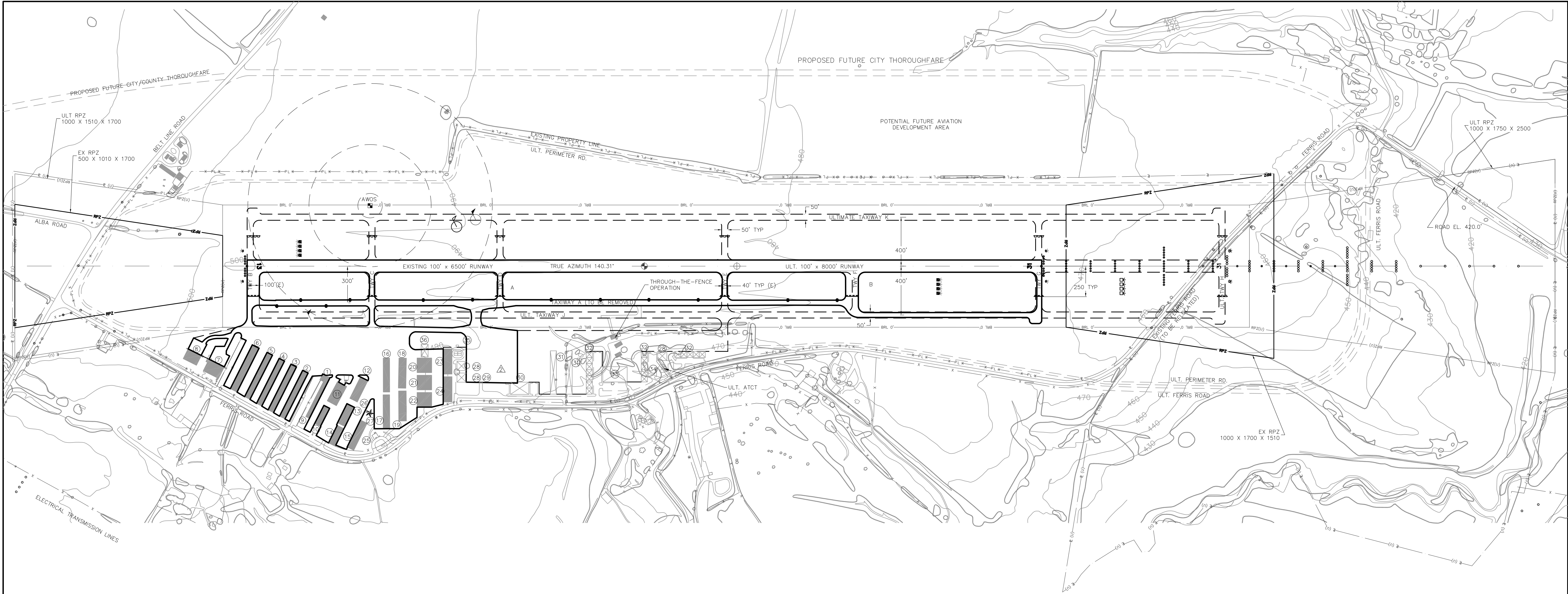
eGrants Workflow:	RFQ Response		
eGrants Role:	Subgrantee Administrator (SA) Subgrantee Staff (SS)		
eGrants link	https://apps2.dot.state.tx.us/apps/egrants2/logout2.aspx		
eGrants help:	eGrants help desk Monday – Friday 8AM – 4PM CD/ST (excluding state/federal holidays) avn-egrantshelp@txdot.gov or 1-800-687-4568		
STEP	ROLE	ACTIONS	NOTES
01	SA	Go to View Opportunities. a. Select <u>Apply Now</u> to the opportunity b. The RFQ Response Menu is opened	Very important to click on the name of the document and not the organization name Make a note of the opportunity due date to ensure you respond in time
02	SA/SS	Click on View, Edit and Complete Forms a. Select RFQ Applicant Form b. Confirm Project information and address c. Upload RFQ response <u>PLEASE MAKE SURE YOU SELECT THE CORRECT PDF FILE BEFORE CHANGING STATUS.*</u> d. Hit Save	You should print the proposal document to a PDF so that it becomes un-editable.
03	SA	When you are ready to submit your response, click on " <u>Save and submit to CS review</u> ". YOU ARE DONE	You will get an email saying the response was successfully submitted; the status must be changed to RFQ Response in CS Review by the due date and time posted in the solicitation.
04	SA/SS	WAIT UNTIL A SELECTION NOTIFICATION IS SENT TO YOU	
05	SS/SA	<u>AFTER SELECTION NOTIFICATION IS RECEIVED</u> Log in to view status of response. Once the scores are verified, TxDOT will move the response to an interview, selected or not selected status of which you can log in to see the status of your response.	The selection notification will refer users to eGrants to view the status of their response. User may also view the TxDOT website for selection information.

- If status has been changed and the due date for the response has not expired, contact the help desk to ask for the status to be administratively changed back to Response in Process.
- If the incorrect submission was posted, the incorrect file may be deleted and the correct one posted as long as the status has not been changed to Response in CS Review. Respondent will need to check the “delete” box and hit save. The page refreshes. Then post the correct submission, save, and change the status.

If you are not set up in eGrants and wish to respond to a posted solicitation, you may contact the aviation help desk for assistance by using the webform available at

[eGrants Help Desk Form](#)

Some organizations will have many user members. Each organization should determine which user member will submit the completed submission in eGrants. After the opportunity is selected for the organization, it will no longer appear on any other user’s home page unless the initiating user cancels the response.



SCALE: 1" = 400'

RUNWAY DATA TABLE				
	RW 13-31			
	EXISTING		ULTIMATE	
RUNWAY ARC	C-II		D-III	
DESIGN AIRCRAFT & ARC	CL-601 (C-II)		GULFSTREAM V (C-III)	
BALANCED FIELD LENGTH	6300'		6200'	
RUNWAY LENGTH & WIDTH (ft.)	6500' X 100'		8000' X 100'	
PAVEMENT DESIGN STRENGTH (lbs.)	40,000 SW/60,000 DW		50,000 SW/100,000 DW	
RUNWAY LIGHTING	MIRL		MIRL	
PERCENT EFFECTIVE GRADIENT	0.4%		0.4%	
PERCENT WIND COVERAGE	99.65%		99.65%	
MAXIMUM ELEVATION ABOVE MSL	501.1'		501.1'	
RW SURFACE TYPE	ASPH		ASPH, CONC	
RSA - LENGTH BEYOND RW END	1000'		1000'	
RSA - WIDTH	500'		500'	
OFA - LENGTH BEYOND RW END	1000'		1000'	
OFA WIDTH	800'		800'	
OFZ - LENGTH BEYOND RW END	200'		200'	
OFZ WIDTH	400'		400'	
RUNWAY END	13	31	13	31
APPROACH TYPE	VISUAL	NDB, GPS	LPV GPS	LPV GPS
APPROACH VISIBILITY MINIMA	VISUAL	3/4 MILE	3/4 MILE	1/2 MILE
THRESHOLD SITING SURFACE & SLOPE	#6 20:1	#8 20:1	#8 20:1	#9 34:1
RUNWAY MARKING	NPI	NPI	NPI	PIR
RUNWAY VISUAL AIDS	PAPI	PAPI, REILS	PAPI, REILS	PAPI, REILS, MALSR
TOUCHDOWN ZONE ELEVATION	501.1'	487.0'	501.1'	480.0'
FAR PART 77 APPROACH CATEGORY	B(V)	C	D	PIR
FAR PART 77 APPROACH SURFACE SLOPE	20:1	34:1	34:1	50:1
TAKE-OFF RUN AVAILABLE (TORA)	6500'	6500'	8000'	8000'
TAKE-OFF DISTANCE AVAILABLE (TODA)	6500'	6500'	8000'	8000'
ACCELERATE STOP DISTANCE AVAIL. (ASDA)	6500'	6500'	8000'	8000'
LANDING DISTANCE AVAILABLE (LDA)	6500'	6500'	8000'	8000'

AIRPORT DATA TABLE		
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	501.1'	501.1'
AIRPORT NAVIGATION AIDS	NDB, GPS	LPV GPS
MEAN MAX TEMP (Hottest Month °F)	96°F	96°F
AIRPORT REFERENCE CODE (ARC)	D-II	D-III
TAXIWAY MARKING	CENTERSTRIPE	CENTERSTRIPE
TAXIWAY LIGHTING	MITL	MITL
AIRPORT REFERENCE POINT COORDINATES	32°34'39.37" N 96°43'03.10" W	32°34'33.66" N 96°42'57.50" W
NOTES		
1. CAUTION ZONE LIGHTS ARE PRESENT IN THE FINAL 2000' OF BOTH RUNWAY ENDS.		
2. NO OFZ OBJECT PENETRATIONS.		

RUNWAY END COORDINATES AND ELEVATIONS			
RUNWAY END	LATITUDE	LONGITUDE	ELEVATION
EXISTING END OF RUNWAY 13	32°35'04.13" N	96°43'27.27" W	501.1'
EXISTING END OF RWY 31	32°34'14.64" N	96°42'38.76" W	475.3'
ULTIMATE END OF RWY 31	32°34'03.22" N	96°42'27.57" W	470.0'

SURVEY MARKERS					
NUMBER	DESIGNATION	PID	LATITUDE	LONGITUDE	ELEVATION (MSL)
A	LANPORT	CS 3200	33°34'46.80174" N	96°43'12.86611" W	489.1'
B	LANPORT AZ MK	CS 3201	32°34'24.65486" N	97°40'49.688" W	476.5'

Note 1: The Sponsor recognizes the ultimate runway length is shown for purposes of airport land use compatibility planning and decision making. The Sponsor acknowledges the ultimate Design Aircraft does not justify the ultimate runway length shown.

Note 2: The Sponsor acknowledges a future instrument approach procedure to RW 13 is not currently deemed feasible. The Sponsor will institute appropriate airport land use and hazard controls to protect for an instrument approach procedure should it become implementable at a later date.

Note 3: For Airplane Design Group III serving airplanes with maximum certificated takeoff weight greater than 150,000 pounds, the standard runway width is 150 feet.

ALD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE w/FENCE		
FENCE LINE		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
C&G BEACON		
VGSI		
HOLD POSITION AND SIGN		
ASOS/AWOS		
PACS AND SACS MARKERS		
GROUND CONTOURS		
SIGNIFICANT OBJECT LOCATION		
TREES/BRUSH		
CITY LIMIT LINE		

NO.	REVISIONS	BY	DATE
1	AS-BUILT DRAWING FOR RUNWAY EXTENSION TO 6500'	KS	1-MAR-11
	APRON EXPANSION AND FUEL FARM	MACKE	19-DEC-16

TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION		AIRPORT SPONSOR	
ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CHANGE 15 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.		CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR	
COPYRIGHT 2010 TxDOT AVIATION DIVISION, ALL RIGHTS RESERVED.		SPONSOR ACKNOWLEDGES APPROVAL OF ALP. BY TxDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.	
ORIGINAL SIGNED BY DAVID FULTON 7-MAR-08 DAVID FULTON, DIRECTOR, AVIATION DIVISION		ORIGINAL SIGNED BY ARB RYLANT 3-MAR-08 SIGNATURE	
PREPARED BY:		TITLE, AIRPORT SPONSOR'S REPRESENTATIVE	
BARNARD DUNKELBERG & COMPANY		SUSAN SPLETH DESIGNED BY	
		WILLIAM RUCKER DRAWN BY	
		MARK MCFARLAND CHECKED BY	
		JUN 23 2010 DATE	
		JUN 23 2010 DATE	
		JUN 24 2010 DATE	

AIRPORT LAYOUT DRAWING
LANCASTER REGIONAL AIRPORT
LANCASTER, TEXAS (LNC)

