

TUCSON AIRPORT AUTHORITY
NOTICE OF REQUEST FOR QUALIFICATIONS FOR TUCSON INTERNATIONAL AIRPORT SAFETY
ENHANCEMENT (ASE) 10119102 CONSTRUCTION MANAGER AT RISK (CMAR) 2

1. Title of Project: Tucson International Airport Safety Enhancement (ASE)
 10119102 Construction Manager at Risk (CMAR) 2

2. Owner: Tucson Airport Authority
 7250 S. Tucson Blvd., Suite 300
 Tucson, Arizona 85756
 (520) 573-4813
 Attn: Mike Williams

3. Design Professional: RS&H
 4745 N 7th Street, Suite 429
 Phoenix, AZ 85014
 (480)408-2068
 Attn: Joel Ericson

4. General Description of Services: The Tucson Airport Authority (“TAA”) invites construction manager/general contractor persons or firms to submit a Statement of Qualifications (“SOQ”) in response to this Request for Qualifications (“RFQ”) to provide preconstruction services and to potentially enter into a Guaranteed Maximum Price (GMP) construction phase contract as a general contractor for TAA Project ASE 10119102, CMAR 2. The preconstruction services are anticipated to include, without limitation, constructability and phasing review, conceptual cost estimating services, scheduling, value engineering, and other preconstruction services.

5. General Description of Project: To complete the construction phases of ASE, TAA has contracted with WSP USA, Inc. to perform the duties of Program Management/Construction Management (PM/CM). TAA has contracted with RS&H, Inc., to perform the duties of the Design Professional for the design and construction administration for the Project.

The services are expected to be accomplished during the course of multiple phases reflecting operational/safety priorities and available funding. Funding is anticipated to be provided by the Federal Aviation Administration (FAA), the State of Arizona, Department of Transportation (ADOT) and/or TAA. Each phase will require the negotiation, acceptance and execution of a (Guaranteed Maximum Price).

For each phase/GMP, the negotiation of the fee will be limited to those services expected to be performed under identified phase and/or available funding. The subsequent GMP contract will likewise be limited to the services covered by the negotiated fee. The negotiation of the fee for

any subsequent services (i.e., services included in the procurement action but not in the initial contract) will occur at the time those services are needed, and, at the discretion of TAA, may be withdrawn, eliminated, or cancelled at any time.

CMAR 2 will construct a significant amount of the remaining portion of the Tucson International Airport (TUS), Airfield Safety Enhancement (ASE) Program. ASE is a multi-year, multi-phase program to transform the airfield layout at TUS to comply with current airfield design standards established by the Federal Aviation Administration (FAA). The initial planning for ASE began in 2010, with an update to the Airport Master Plan in 2014 and subsequent phases in 2016. ASE complied with the National Environmental Policy Act (NEPA) when the FAA completed an Environmental Impact Statement (EIS) and Record of Decision (ROD) in November 2018. The primary purpose of ASE is to enhance airfield safety, by the use of applicable FAA airfield design standards, with a primary focus to reduce pilot and controller confusion and runway incursions.

Previous phases of ASE have established a new center parallel taxiway 'B', reconstructed and expanded the width and length of runway 12R/30L to accommodate more frequent and varied aircraft usage, and new BAK arresting systems to accommodate F-16 aircraft as operated by the Arizona Air National Guard. Additionally, drainage, electrical and safety area improvements have been completed. Approximately \$300M has been expended on ASE to date, with substantial funding provided by the FAA, the Arizona Department of Transportation – Aeronautics Division, and TAA.

Upon completion of the reconstruction of runway 12R/30L, current runway 12/30 will require several modifications before it can be used as 12L/30R. CMAR2 will be comprised of those modifications which include the following:

- Relocation of the aircraft landing threshold and new pavement markings
- Relocation of navigational aids (Instrument Landing System (ILS)) including the glideslope and Medium Intensity Approach Lighting System with Runway Alignment Indicator (MALSR)
- Reconfiguration of the runway airfield ground lighting
- Relocation, modification and/or new installation of applicable airfield signage
- Underground utilities to support the relocation of the ILS and new lighting and signage
- Demolition of existing non-standard taxiways
- Construction of new taxiways to meet FAA standards
- Necessary grading, soil stabilization, and pavement construction to support reconfiguration of taxiways connected to the runway.
- Associated temporary electrical service to support phasing of the works.

All work performed shall adhere to applicable FAA and/or TAA airfield construction safety guidance, including, but not limited to:

1. [FAA Advisory Circular \(AC\) 150/5370-2G – Operational Safety on Airports During Construction](#)

2. [FAA Advisory Circular \(AC\) 150/5370-10H - Standard Specifications for Construction of Airports](#)
3. [FAA Advisory Circular \(AC\) 150/5370-12B – Quality Management for Federally Funded Airport Construction Projects](#)
4. [FAA Advisory Circular \(AC\) 150/5340-26C – Maintenance of Airport Visual Aid Facilities](#)
5. [FAA Advisory Circular \(AC\) Checklist](#)

All individuals performing services identified within this SOQ will be required to adhere to the requirements of the Tucson International Airport (TUS) Airport Security Program (ASP) as it applies to individual and vehicle access and/or identification.

The selected firm(s) is expected to work collaboratively with all applicable entities.

The selected firm(s) is expected to develop and/or participate in the use of Critical Path Scheduling tools to ensure timely completion of the Project

6. Location of Work: Tucson International Airport (TUS)
7. RFQ Selection Process: Written copies of the RFQ are available for review at TAA's Procurement Department, and/or a hard copy (or PDF) may be obtained from that office without charge. To request a copy, contact Mattison Garry via email at mgarry@flytucson.com. The RFQ contains the instructions, terms and conditions, forms, and other information relating to the RFQ, including, but not limited to, the number of persons or firms to be included on the final list, the selection criteria to be used by the selection committee to select the person or firm to perform the services, the relative weight of the selection criteria, information regarding interviews (if any), the number of contracts to be awarded, and, if required under applicable Arizona law, the person's or firm's subcontractor selection plan.
8. Date and Time for Submission of Statements of Qualifications (SOQ): Written SOQs will be received by Debbie Cruz, Procurement Supervisor, Tucson Airport Authority until 2:00 p.m. Local Tucson Time on Tuesday, April 14, 2026, at the TAA Administrative Offices, Tucson International Airport Terminal, 7250 South Tucson Blvd., Suite 300, Third Floor, Tucson, Arizona 85756. One original and Five (5) copies of the SOQ shall be required to be addressed and delivered to TAA on or before the day and hour set for receipt. A SOQ may be withdrawn by written request any time before the scheduled time and date for receipt. Any SOQ submitted after the designated date and time will not be accepted or considered.
9. Pre-Submission Conference: A pre-submission conference for the project will be held on Tuesday, March 17, 2026, at 10:00 a.m., Local Tucson Time at the TAA Administrative Offices, Tucson International Airport Terminal, 7250 South Tucson Blvd., Suite 300, Third Floor, Catalina Room, Tucson, Arizona 85756. At this conference, TAA staff will discuss the scope of work, the proposed date(s) for interviews, the contracting process, and will respond to questions about the RFQ.

10. No Prices or Pricing Information: SOQs submitted by any interested persons or firms shall **NOT** include prices or any pricing information for the proposed services.

11. Costs of Responding to the RFQ: Any and all costs associated with responding to the RFQ or providing a SOQ shall be borne solely by the interested person or firm. No contract is formed with TAA by the submittal of a SOQ in response to the RFQ.

12. Owner's Right to Reject or Cancel for Any Reason: TAA reserves the right to reject any or all SOQs or any other proposals or submissions, to cancel the RFQ, or to withhold the award of any contract relating to the project for any reason which TAA determines.

13. Interest List: TAA maintains an interest list consisting of all design professionals, contractors, subcontractors/subconsultants, and major suppliers who have bid on airport projects. Each firm must complete and submit, with its submittal, information with respect to such firm in the form included in the solicitation documents. The listing of a firm on any TAA interest list is not an endorsement of that firm and does not indicate that the firm has been pre-qualified for airport work

14. Civil Rights Title VI Solicitation Notice. The Tucson Airport Authority, 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 bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises 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, or national origin in consideration for an award.

15. DBE: It is the policy of TAA to ensure that socially and economically Disadvantaged Business Enterprise firms ("DBEs"), regardless of race or sex, have a fair and equal opportunity to participate in TAA's contracts. Pursuant to the U.S. Department of Transportation's Interim Final Rule (IFR) issued September 30, 2025, (see Disadvantaged Business Enterprise Program and Disadvantaged Business Enterprise in Airport Concessions Program Implementation Modifications, 90 Fed. Reg. No. 190, page 47969-47982), until TAA completes the reevaluation process described in the IFR, TAA will no longer include DBE contract goals or count DBE participation toward overall program goals.

Respondents are still encouraged to pursue subcontracting and partnership opportunities with disadvantaged and small businesses. If you have any questions about TAA's DBE Program, please contact Bert Resimont, TAA DBE Liaison Officer, at 520-573-8100.

The successful proposer will be required to submit the following information: (1) the names and addresses of firms that will participate as subcontractors in the contract; (2) the percentage and dollar amount of participation of each subcontractor firm participating.

