

SOURCES SOUGHT NOTICE FOR
P561 AIRCRAFT PROTOTYPE FACILITY PHASE 2
AT THE
NAVAL AIR STATION PATUXENT RIVER, MARYLAND

NAVFAC Washington is soliciting comments for the construction community addressing the potential use of Project Labor Agreements (PLA) for a large scale construction project (exceeding \$25 million) within the Patuxent River, Maryland area. The project consists of constructing a secure modified type II hangar space for a single large aircraft or up to (4) four smaller aircraft, with concrete pile and grade beam foundation, structural steel frame, insulated metal panel wall system, built-up roofing system over insulated structural metal deck, steel truss roof framing and sliding hangar doors on each end. The project will provide a secure facility, individual secure area(s), aircraft preparation bay and laboratories with equal-sized bays with separate zoning for fire protection alarm system and security systems.

The facility will include in-floor radiant heating, cooling and humidity control for material processing and intrusion detection system. The project also includes aircraft apron, tow-way access, emergency vehicle access, and new parking area. Built-in equipment includes an aqueous film forming foam fire protection system, movable interior hangar doors, electric rolling hangar doors, a compressed air system and lightning protection. Site preparation includes site clearing, excavation preparation for construction, and storm water management system. Electrical utilities include primary and secondary distribution systems, lighting, transformers, telephone and communication networks and SIPRNET. Also included is tow-way edge lighting. Site utilities include domestic water, storm water, SWV (Sanitary, waste, and vent), natural gas, and fire protection site piping.

Sustainable design principles will be included in the design and construction of the project in accordance with Executive Order 13123 and other laws and Executive Orders. Facilities will meet LEED Silver ratings, including actual LEED certification, and comply with Energy Policy Act of 2005 and EISA2007. Low Impact Development will be included in the design and construction of this project. This project will provide Anti-Terrorism (AT) features and comply with AT regulations, physical security and progressive collapse mitigation in accordance with DOD Minimum Anti-Terrorism Standards for Buildings.

A PLA is defined as a pre-hire collective bargaining agreement with one or more labor organizations that establishes the terms and conditions of employment for a specific construction project and is an agreement described in 29 U.S.C 158(f). Federal Acquisition Regulation (FAR) Policy: (a) Project Labor Agreement (PLA) is a tool that agencies may use to promote economy and efficiency in Federal procurement. Pursuant to Executive Order 13502, agencies are encouraged to consider requiring the use of project labor agreements in connection with large-scale construction projects. (b) An agency may, if appropriate, require that every contractor and subcontractor engaged in construction on the project agree, for that project, to negotiate or become a party to a project labor agreement with one or more labor organizations if the agency decides that the use of project labor agreements will (1) Advance the Federal Government's interest in achieving economy and efficiency in Federal procurement, producing labor-management stability, and ensuring compliance with laws and regulations governing safety and health, equal employment opportunity, labor and employment standards, and

other matters; and (2) Be consistent with law. Reference: Provision: 52.222-33 Notice of Requirement for Project Labor Agreement Clause 52.222-34 Project Labor Agreement.

Request responses to the following questions:

- (1) Should PLAs be executed on selected large dollar contracts in the Washington DC Metropolitan area?
- (2) Are there concerns by prime contractors on the availability of skilled construction labor?
- (3) Would a PLA benefit a project which contains a unique and compelling mission-critical schedule?
- (4) What type of project should not be considered for PLA clauses?
- (5) What is the time impact to the completion of the contract due to a PLA?
- (6) What is the cost impact to the bid due to a PLA?
- (7) What other factors should NAVFAC consider before deciding to include PLA provisions in a Washington DC Metropolitan contract?

Responses shall be submitted via email to Dorothea Holley at dorothea.holley@navy.mil and to Carolyn Sulla at carolyn.sulla@navy.mil no later than 2:00 PM EST on 14 November 2011.

This is NOT a Request for Proposal and does not constitute any commitment by the Government. Responses to this labor market survey will be used by the Government to make appropriate acquisition decisions. All interested sources must respond to future solicitation announcements separately from responses to this survey.

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Point of Contact(s):

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