

**Naval Facilities Engineering Command (NAVFAC) Southwest
Naval Air Weapons Station China Lake
Earthquake Repair & Reconstruction Industry Forum
18 December 2019
San Diego, CA**

DISCLAIMER: Information presented at the NAWSCL Earthquake Recovery Industry Forum was pre-decisional. Purpose of the forum was to seek Industry input in order to better inform earthquake recovery program planning and execution. The Government is not bound by any of the information provided or received during this forum.

Acquisition Strategy Questions

Question: Are all the contracts going to be LPTA?

NAVFAC SW Answer: Best value will be used as well.

Question: Can the MACCs Prime contractors' information be released so they can be contacted?

NAVFAC SW Answer: Pertinent information for NAVFAC's existing MACC contractors will be posted on NAVFAC SW's public portal.

Question: Will new MACCs be awarded for those projects addressed in the slides?

NAVFAC SW Answer: Existing MACCs will be used for all FY20 MILCON projects and FY21 MILCON projects denoting MACC (vice stand-alone) as the acquisition strategy.

Question: These projects are high risk. What will NAVFAC do to share risk? Capped rates for the GCC MACC? Capped rates for LDs? Cost Reimbursement? Comparing to what was done at Tyndall Air Force Base. Capped LDs will put an upper limit. This is a logistics issue, not construction. It's about how we're going to get everything and everyone on the base to get everything done. GCC MACC holders are taking the risk. You could possibly do a hybrid contract: Cost Reimbursement and Fixed Price is a suggestion.

NAVFAC SW Answer: All the contracts will be 100% FFP. We haven't explored capping LDs; will reach out to Tyndall and other installations executing large scale recovery programs to better understand what they are doing to address execution risk.

Question: Has the government considered other acquisition models other than FAR 15 (best value, LPTA) like FAR part 14?

NAVFAC SW Answer: We have not and will not consider FAR part 14 since it's Sealed-bidding, which is generally reserved for low risk and uncomplicated projects.

Question: You show there will be \$500 million for repairs. How will this be advertised? Beta.sam.gov? If so, no one will get it.

NAVFAC SW Answer: Most projects will go on existing MACCs because the award time frame is relatively short. 8(a) sole source will be considered for repair projects not slated for MACCs. We do not plan to do stand-alone solicitations for repair projects.

Question: MACC – global contingency MACC is not there. Will you consider some of those projects under GCC?

NAVFAC SW Answer: GCC is a MACC.

Question: Tyndall is currently doing post disaster reconstruction. They have a PMO and reached out to 16 AEs under AFSAC which has enough pool for capabilities. They asked for short qualifications with a one-week turnaround. That way they don't put the burden on just an AE, and award faster. They task the AE to write a bridge document in phase 1 to rely on design builder; it's a thorough document to provide. In the meantime, certain projects with critical paths use DBB and have less risk rather than DB. We can talk offline of what those risks are. You want to provide a design so the contractor can bid it out.

NAVFAC SW Answer: We are taking a similar approach and have secured the services of two AEs to help develop robust DB RFPs for repair and replacement projects. AEs will also be secured to provide post award design support as necessary. We have had success at Coastal Campus using this strategy where 90% of the projects are DB.

Question: IDIQ – will you publish which projects are going under which IDIQ so subcontractors know who to team with?

NAVFAC SW Answer: We have published general information on the type of contracting vehicle and a list of the MACC contractors will be posted on NAVFAC SW public portal.

Question: When will you know which MACC will be used?

NAVFAC SW Answer: We will know very soon as this is part of building our acquisition strategy. We are currently increasing the capacities on applicable MACCs.

Question: Are all these projects going to one contractor off the MACC?

NAVFAC SW Answer: The six (6) FY20 south airfield projects are together on one MACC TO.

Question: Will there be a contract for hauling, such as, materials, equipment, etc.?

NAVFAC SW Answer: Their will not be separate TOs; the prime contractors will be responsible.

Question: If you're going to put out a bunch of RFPs, and take a while to award them then all the bid bonds are going to fill up our aggregate really fast. If you waive the bid bond, it doesn't go against my ability to bid on future work.

NAVFAC SW Answer: We will look into the feasibility of waiving bid bonds for MACCs and bigger projects.

Recovery Program & Construction Management/Execution Questions

Question: Will the local China Lake FEAD be managing this body of work? It's a lot of work.

NAVFAC SW Answer: A separate construction office will be established specifically to manage the large scale construction projects.

Question: Will the construction oversight be done in house by NAVFAC?

NAVFAC SW Answer: Construction oversight will be executed by NAVFAC civilian and military employees and augmented with contractor personnel.

Question: What about utilities? Will they be pre-established to provide electrical support when shut downs occur, such as red flag warnings that cut power to the sites. How will you work with the contractors to be able to continue work?

NAVFAC SW Answer: Last year NAWs China Lake was not affected by local utility company planned outages due to high winds or fires. In the event that the local utility provider cuts power to the installation due to natural disaster, we do not have power generation capabilities to supply power for contractor purposes.

Question: \$500 million/\$2.4 billion in projects and repairs - is anyone overlaid on where the laydown areas will be, and how big the foot print will be? Power circuits for existing, new, and temporary buildings? Based on location and proximity to circuits – will we have to find power on our own?

NAVFAC SW Answer: Power for anything other than construction admin trailers may need to be provided by the contractor especially at the South Airfield site. Laydown areas should be adequate based on standoff distance requirements for most NAWSCL facilities. Contractors will be required to submit a robust laydown plan and power requirements to validate load requirements.

Question: Tyndall is having issues with Environmental Impact Statements (EIS). Do you have similar issues to start construction?

NAVFAC SW Answer: We have categorical exclusions for all FY20 MILCON projects. For FY21 projects requiring DDESB/NOSSA approval we're working to provide the required documents to get final site approval.

Question: Is there an overall integrator? Similar to Tyndall?

NAVFAC SW Answer: Yes, we just hired a China Lake Program Manager who will serve as the program integrator.

Question: Have the AE teams that were selected been published?

NAVFAC SW Answer: Yes, we have 2 AE's: Jacobs (MILCON) and Reid Middleton (repair).

Question: Do you foresee complete demo projects? Or is it more of interior demo work?

NAVFAC SW Answer: The south airfield project is all new construction; we decoupled demo from those projects. Demo will be included in applicable FY21 MILCON projects or as separate O&M repair projects.

Question: In regards to FY20 Design Build, how far will AE take the design?

NAVFAC SW Answer: They've advanced far into the Design Build RFPs. We have preliminary layouts, bubble diagrams and are close to a bridge.

Question: Have all structures been assessed seismically?

NAVFAC SW Answer: Yes, since July 5th the damage assessment teams assessed every facility to identify which required repairs versus replacements.

Market Conditions Questions

Question: Have you considered changing the prevailing wage rates and GSA per diem/meal/hotel rates to attract people to go to China Lake? At the rates posted, we cannot afford to go out to China Lake because the rates are so low but with so many people going out there the costs are higher.

NAVFAC SW Answer: Prevailing wage rates are set by the Department of Labor and are just the minimum that must be paid to workers. The same concern was expressed during the first industry forum, thus this was a factor that was considered in determining the programmed amount for China Lake Earthquake Recovery program.

Question: Have there been considerations with dealing with tariff increases? We might see material increases as a result of WTO.

NAVFAC SW Answer: You can price it in as a risk factor in your proposals. There will be unknowns that we will consider as we get closer to award and see applicable fluctuations.

Question: Regarding concrete – there is one batch plant in the vicinity. Have you thought about putting money towards setting up a plant on base? There’s a pinch on concrete – will they have the capacity to handle all this? And they’re increasing their prices.

NAVFAC SW Answer: Contractors will be allowed to set up their own concrete batch plants within their lay down areas on base if so desired.

Question: Will NAVFAC consider addressing the risk of rising material costs?

NAVFAC SW Answer: Rising material costs was a factor used to determine overall earthquake recovery program budget.

Ridge Crest Labor Comment: I can assist in bidding work. I have over 6,000 employees out of Bakersfield and LA that can work for you on these projects if you need help in gathering labor. We also have a section out in Ridgecrest which isn’t too far. We have an apprentice program in Ridgecrest.

Logistics/Admin Questions

Question: Any thoughts on expanding the badging capabilities at China Lake for easier/faster approval?

NAVFAC SW Answer: We’re putting in an additional badging office specifically for this reason. It will be separate from the regular traffic going thru the base.

Follow-on Question : Is one year long possible? That way we don’t have to stop every time even when we don’t have a task order (TO). We will be able to attend all of the site walks without having to get vetted every time.

Follow-on NAVFAC SW Answer: The process is a base requirement associated with access to the installation. Without an existing TO, there may be security complications with the base issuing access without a current project to validate the need for access.

Question: As you travel into China Lake off I-215, it turns into a one-lane highway. Have you considered expanding any infrastructure to accommodate more travelers? There needs to be some concessions and thoughts around infrastructure going into China Lake.

NAVFAC SW Answer: MILCON and O&M funding provided for this recovery effort is prohibited from being used for construction outside the base. This concern should be brought to the attention of the appropriate officials outside of the base.

Question: Regarding housing, is there a designated area for modules on certain parts of the base or near the base so we can house the employees/families?

NAVFAC SW Answer: We have identified two fenced areas immediately outside of the main base fence line where personnel camps can be established if necessary.

Question: Have you considered water and sewage for the camps?

NAVFAC SW Answer: Yes, where the proposed camp sites are located there are existing utility tie-ins as trailer parks were located at both sites in the past. All utilities will need to be arranged with the local provider as the Navy has no existing active utilities at those sites.

Question: Have you considered a construction bubble so we don’t have to all go through one gate?

NAVFAC SW Answer: A construction bubble is not possible given the locations within the installation fence line for proposed construction, you will need access via the base security gates. However, the proposed personnel camps have a separate entrance that does not require base access.

Question: Can we start getting contractors pre-vetted now for badges? Is it a possibility to go to another base rather in San Diego than all the way to China Lake? Miramar? Camp Pendleton? It'll speed up the process.

NAVFAC SW Answer: We will look into pre-vetting in San Diego and/or an online application; however, special badging for restricted areas (airfield, North Range, Magazines, and CLPL) will still need to be conducted locally at China Lake.

Question: Is the Government trying to control/regulate the capacity of housing/ man camps?

NAVFAC SW Answer: The Government will allow the contractor to determine the need for a camp and manage the camp accordingly; we have identified two potential locations based off feedback from the first industry day.

Question: Have you considered setting up personnel camps as a separate TO? A stand alone to support the PMO.

NAVFAC SW Answer: This topic came up at the last industry form, which prompted us to identify a location for contractors to berth their labor force. If it's something you think will give you a competitive advantage, put it in your bid, but it is not looked at as a separate TO.

Question: Are there any thoughts to opening up the RV park on the installation for contractors to use?

NAVFAC SW Answer: The RV park heavily used by active and retired military patrons. The two potential sites identified are the most productive as they reduce impact on security and base personnel.

Question: Can you tell us where you're going to post/make available all this information?

NAVFAC SW Answer: NAVFAC SW portal page.

Small Business Questions

Question: Will there be opportunities for 8(a) firms, Women Owned, etc.?

NAVFAC SW Answer: NAVFAC's existing MACCs will be used for FY20 and applicable FY21 MILCON projects – it's the quickest tool for the size and scale of complexity required to bring several critical missions back online. Repair projects are lower dollar value and mostly will be awarded out of the FEAD. There will be some 8(a) sole source opportunities and 8(a) contracts for repair projects.

Question: What kind of roles do you have for Small Business? Target goals for participation?

NAVFAC SW Answer: We're looking to reduce the Small Business subcontracting goals for earthquake recovery MILCON projects. Even with this reduction, there is and will continue to be substantial Small Business opportunities at NAWSCL.

Question: Who should we contact for sole source opportunities?

NAVFAC SW Answer: Terryll Zade (FEAD Supervisor) or Robert Zaccaria (Small Business Deputy). Make sure you have a good profile on small business search site.

Comment Received via E-mail

Potential barriers to bidding and/or execution (i.e. rules, regulations, etc.) the government should be aware of:

- Please consider consolidating smaller task orders into fewer large task orders:

- Combining multiple task orders into a single contract would reduce the challenge of craft and resource acquisition and management by reducing the number of competing General Contractors on base.
 - Task order consolidation will also create work of a size sufficient to attract qualified contractors to China Lake, even with the current saturation of the construction market
- Due to the size, complexity, and geographic location of the work at China Lake, we encourage NAVFAC to seek relief from standard small business requirements. If relief is not possible, NAVFAC could consider counting lower-tier small business revenue as a compliant strategy for accomplishing the goals.