



ALLEGHENY COUNTY AIRPORT AUTHORITY  

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PITTSBURGH INTERNATIONAL AIRPORT  
ALLEGHENY COUNTY AIRPORT

**STATEMENT OF INTEREST (SOI)  
PITTSBURGH INTERNATIONAL AIRPORT  
CONSTRUCTION MANAGEMENT SERVICES  
FOR THE  
CARGO 4 BUILDING  
INTERMODAL FREIGHT TRANSFER FACILITIES DEVELOPMENT**

The Allegheny County Airport Authority (ACAA) is soliciting Statements of Interest (SOI) from interested and qualified firms to enter into a cost-plus fixed fee contract with the ACAA to perform Construction Management Services relating to the Cargo 4 Building Intermodal Transfer Facilities Development.

**BACKGROUND**

Pittsburgh International Airport (PIT) is currently experiencing growth among cargo carriers that are bringing in additional flights and larger aircraft as the air cargo industry continues to grow at PIT. Current and future market predictions for air cargo are strong. As a result, PIT is working now to ensure that limited cargo and warehouse facilities are not an impediment to the Pittsburgh region's future economic growth and prosperity. PIT plays a key role in alleviating congestion in our nation's transportation system with its ample airfield infrastructure and location halfway between Chicago and New York. As an airport that is known for reliability and on-time performance, PIT is providing operators with a new level of efficiency and speed through the lack of airfield congestion, design of the airfield facilities, and a close partnership with stakeholders that have helped air cargo to efficiently pass through the airport in a matter of hours. As large hub airports along the east coast and across the Midwest United States market becomes more congested, leading to wasted time and money, PIT provides an alternative. PIT is able to reduce this congestion that plagues other airports in a way that moves air cargo faster, easier, and cheaper than ever before. With direct access to an interstate system and room for truck staging, PIT offers a direct path for freight forwarders to get their cargo from the plane to the highway safely and quickly.

As building space and aircraft parking becomes more limited, the Cargo 4 Building Intermodal Freight Transfer Facilities Development will allow for the attraction of new business to the airport and allow for existing airport partners to expand.

## **PROJECT ELEMENTS**

The PIT Cargo Building 4 Intermodal Freight Transfer Facilities Development expansion will allow for the development of a 24-acre site that will house Cargo 4, adjacent to the existing Cargo 3 facility at PIT. The project will include an Air Cargo Warehouse/Processing Facility, an aircraft loading/unloading parking apron, landside access roads and parking facility, related lighting, signage, and markings, site preparation and infrastructure, and all required clearances, approvals, and permits. The project is looking to facilitate air cargo growth for all freighter operations and potential belly cargo operations at the passenger terminal with versatility, flexibility, and innovation included in the project to enable air cargo operations and freight growth.

Summarily, the project will include the construction of the following major elements:

- Site preparation/Infrastructure of a 24-acre site
- A 75,000 SF Cargo Warehouse/Processing Facilities
- Roadway and Parking Lots
- 340,000 SF Aircraft Apron
- 210,000 SF Taxi-lane/Taxiway Extension

## **PROPOSER'S RESPONSIBILITIES**

The Proposer's scope of work for the Project will be set forth in detail under the Professional Services Contract. Generally, the Proposer will be responsible for any disciplines associated with the construction management of a large-scale cargo facility, including (but not limited to) the following:

- Construction Inspection
- Construction Phasing
- Safety
- CPM Scheduling
- Coordination of Multiple Prime Contractors
- Quality Assurance and Quality Control
- Monitoring/Reporting of Materials Testing
- Recommending Contactor Progress Payments
- Monitoring/Reporting Certified Payroll
- Monitoring/Reporting Contractor DBE Participation
- Permitting Assistance
- Monitoring Permit Requirements and Regulations
- Change Order Management
- Requests for Information (RFI)

- Cost Estimating
- Commissioning
- Maintaining Records/Documentation
- Recording As-Built Conditions

Interested and qualified firms must be able to assist in delivering the project on time and within budget, including, but not limited to, all the responsibilities listed above. Firms must demonstrate how this goal will be achieved, including scheduling for all milestone or critical path items, communication protocols, managing scope creep, quality control, and maintaining overall project scope, schedule, and budget. The estimated notice-to-proceed date is August 2, 2021 and construction is anticipated to begin in the Fall of 2021.

This project is grant and federally funded and the proposer agrees to provide all necessary documentation and or agrees to contract amendments to comply with FAA, PADOT, FHWA, TSA, BUILD, or other applicable funding agencies. The Proposer must comply with CDC, ACAA, and Government order(s) or guidance on health and safety matters. This is a requirement of the project and is mandatory in order to receive grant funding.

## **DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS**

The Proposer agrees to provide for Disadvantaged Business Enterprise (DBE) participation in accordance with the following:

- DBE Goals - The Authority has established, in connection with this contract, the minimum goal of 14% of the contract price for the utilization of firms owned and controlled by DBE. The 14% is the goal, not the ceiling.
- Policy - It is the policy of the Authority that DBEs, as defined in DOT Regulations 49 CFR Part 26, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Airport Authority and Federal Funds under this contract.
- DBE Requirements – The Proposer will submit an anticipated PAUCP DBE participation ratio of a minimum of 14% in connection with the project. The Consultant will make every effort to comply with the DBE policy and meet or exceed the goal. A searchable database of DBE firms can be found on the PAUCP web site: <http://www.paucp.com>
- DBE Obligation – The Proposer shall take necessary and reasonable steps in accordance with 49 CFR, part 26, to ensure the DBEs have the maximum opportunity to compete for and perform contracts. Proposer shall not

discriminate on the basis of race, color, national origin, or sex in the award and performance of Authority contracts.

- The Proposer agrees to comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, color, national origin, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance
- The provision binds the Proposer and subcontractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.
- Failure to Comply with DBE Requirements – Failure to carry out the requirements hereinabove constitutes a breach of contract that may result in termination of the contract, being barred from Authority contracts for up to three (3) years, or such other remedy as the Authority deems appropriate.
- Proposals must include the percentage involvement of DBE firms along with the names of the firms involved.

## **INSURANCE REQUIREMENTS**

- The Proposer shall, at its sole cost and expense, maintain in effect the following insurance coverages at all times during the term of the Agreement, and prior to the execution of this Agreement, shall deliver to the Authority certificates setting forth required insurance. **The Authority and its Board of Directors and the County of Allegheny shall be named as additional insured to each policy excluding workers compensation and professional liability coverage.** Additional Insured coverage on the consultant's General Liability policy will apply to both Premises/Operations and Products/Completed Operations. Additionally, consultant's General Liability policy will be endorsed to be primary with respect to the Authority's liability coverage and consultant acknowledges that The Authority's liability coverage will be non-contributory with the consultant's General Liability policy in the event of a loss. **Each policy shall be endorsed to provide for 30 day written notice to the Authority in the event of termination, cancellation, non-renewal or material change in the terms of the contract. Copies of policy endorsements evidencing coverage for additional insureds with right of notice shall be attached to the delivered certificate of insurance.** Consultant will disclose any policies wherein they are self-insured.

- Workers' compensation coverage as required by law and employer's liability (\$1,000,000/\$1,000,000/\$1,000,000).
  - Commercial general liability insurance with a combined single limit of liability of FIVE MILLION DOLLARS (\$5,000,000) for bodily injury and property damage. **The policy must be written on an Occurrence form.**
- Automobile Liability insurance covering all owned, non-owned and hired motor vehicles with a combined single limit of not less than FIVE MILLION DOLLARS (\$5,000,000) for bodily injury and property damage.
- The Consultant shall provide evidence of professional liability insurance with limits of not less than ONE MILLION DOLLARS (\$1,000,000).
- The Proposer agrees to comply with all safety recommendations made by the Authority or its Insurers.
- Neither party hereto shall be liable to the other party or to the insurer of other party claiming by way of subrogation through or under such other party with respect to any loss or damage to the extent that such other party shall be reimbursed or has the right to be reimbursed out of that party's property insurance coverage carried for such other party's protection with respect to such loss or damage. The provisions of this paragraph shall apply only to the extent permitted by provisions of the insurance policy in question.
- Such other insurance in amounts and containing provisions as the Authority may reasonably, from time to time in his discretion, require.
- The Authority, in its discretion, may modify or waive any of the foregoing requirements, and may approve such deductibles deemed appropriate.

## PROPOSAL CONTENT

The SOI must be uploaded to Submittable by 12:00 PM (Noon) on April 30, 2021 (late submissions will not be accepted and no time extensions will be granted). Submissions will be received in PDF format as one complete file only through the platform Submittable at [www.acaacapitalprograms.submittable.com](http://www.acaacapitalprograms.submittable.com). Do NOT mail, email, or deliver hard copies as they will be considered rejected and will be returned to the respondent unopened. Please note that Submittable does not support Internet Explorer 11. Submittable recommends the following browsers: Microsoft Edge, Google Chrome, Mozilla Firefox, or Apple Safari.

The proposal shall not exceed 16 pages, as specified by the section below, when printed single sided. Items noted as "not counted" (NC) will not be included in the 16-page limit. The proposal shall be primarily formatted using 11pt font on 8-1/2" x 11"

pages with no more than four (4) 11” x 17” pages. The proposal shall be organized in the following manner, with each numbered content section separated by a tabbed insert:

1. **Cover (NC)**
2. **Table of Contents (NC)**
3. **Transmittal Letter (1-page limit)**
4. **Prime Construction Management Consultant (1-page limit)**

Provide the following information:

- Legal Structure and the name and address of the legal entity that will contract with the ACAA if awarded the Agreement for the Services. If the Proposer is a consortium, partnership, or any other form of joint venture, an authorized representative for each Lead Member must be provided. ACAA does not recognize subconsultants and deals only with the prime consultant on a project.
  - Name, address, email address and telephone/fax numbers of one individual to whom all future correspondence and/or communications will be directed.
5. **Prime Construction Management Consultant’s Qualifications/Relevant Experience (3-page limit)**

Identify at least one multi-discipline large airport, warehouse, manufacturing, and/or industrial facility project (or very similar project) of similar size and complexity as the Cargo 4 Building Intermodal Transfer Facilities Development Project completed, or substantially completed, in the last 5 years in which the Proposer was the Prime Construction Management Consultant. Identify two additional similar airport, warehouse, manufacturing, and/or industrial facility projects completed, or substantially completed in the last 10 years, where the Proposer was the Prime Construction Management Consultant responsible for the project.

Provide the following information for each program:

- The name of the program, the owner, and the program location.
- A description of the program.
- A reference list for each program, including contact names, positions, addresses and telephone numbers. These reference contacts should be the owner’s staff representatives who oversaw the project for the owner.

- For each program, the original construction budget amount and the final construction amount. Explain the reason for any significant differences.
- Key Performance Indicators for the program that demonstrate positive performance, including achievement of DBE/Local participation goals.
- Unique challenges and/or opportunities addressed in the performance of the program.
- Prime Construction Management Consultant's key staff for each program, their responsibilities and percentage of time committed to fulfilling their responsibilities.
- Identify key staff members, who would be assigned to the project, their roles and expected percentage of time they would be committed to the project.

#### **6. Project Understanding (3-page limit)**

Describe the Proposer's level of commitment and understanding of the ACAA's goals and objectives as well as understanding of the Cargo 4 Building Intermodal Transfer Facilities Development scope, phasing, operational impacts and any potential challenges.

#### **7. Approach to Project Scope, Budget, and Schedule Controls (2-page limit)**

For all the areas listed below, describe how the Proposer would set-up, maintain and utilize systems to control:

- Scope
- Schedule
- Documents
- Budget
- Costs
- QA/QC
- Approach to prevention and management of change orders
- Communication plan
- Health, environment, security and safety
- Unique Challenges

## **8. Construction Management Team (2-page limit)**

Describe the Proposer's approach to working with the Design Team, other consultants and ACAA staff in a cohesive and integrated program management and construction management team, including but not limited to:

- Organizational chart indicating the total number of staff and those key staff positions being proposed to execute the roles and responsibilities as identified in this SOI;
- A schedule for mobilization for all key staff and all staff identified in the organizational chart. The mobilization schedule should be based on an estimated notice-to-proceed date of August 2, 2021 and an anticipated construction start date of November 1, 2021.
- Include a schedule of tasks that the Proposer identifies as priorities to be initiated and/or completed to achieve an October 2023 date of beneficial occupancy.

## **9. Program Delivery and Management Approach (4-page limit)**

Describe approach to providing construction management and delivery of the Cargo 4 Building Intermodal Transfer Facilities Development, assuming a design-bid-build procurement for the major elements, with possibilities for multiple construction packages and prime contractors. How would the Proposer oversee, manage and organize the construction to deliver the project on time and within budget.

Include in your approach the following information:

- Describe how the Proposer will maintain scope, schedule, and budget
- Describe any construction management tools that the proposer may employ
- Describe the Proposer's approach to achieve consistent and effective QA/QC in the construction management for the project
- Describe the Proposer's approach to achieve the successful delivery and completion of the project
- Describe the Proposer's approach to working with the project team in developing and implementing an overall health and safety program;

## **10. Key Staff Resumes (NC)**

Provide single page resumes for key staff listed on the Construction Management Team Organizational Chart (Section 8). Resumes shall be organized alphabetically by name. Resumes shall be uniformly formatted to include the following information:



### Professional Experience:

- Name of key staff person(s), Area of technical responsibility
- Firm's name and years with firm
- Education, degrees, professional licenses and industry group affiliations
- Total years of experience / Total years design or construction programs experience
- Project Experience
  - Name of program, Owner and location;
  - Name of firm employee worked for at the time of the referenced project;
  - Responsibility of named staff member;
  - Description of program, to include but not be limited to:
    - Start/end month and year for construction NTP through beneficial occupancy or commissioning
    - Original construction budget amount/final construction amount and reasons for any significant differences

## **SELECTION PROCESS**

All submittals will be evaluated by the ACAA in accordance with the criteria identified below. The Proposer selected under this SOI will be chosen on the basis of its qualifications and demonstrated ability to best meet the overall project objectives of the ACAA. The final rankings will be established directly from the SOI.

### **Evaluation Criteria**

- Prime Consultant's Qualifications/Relevant Experience
- Project Understanding
- Approach to Project Scope, Budget, and Schedule Controls
- Construction Management Team
- Project Delivery and Management Approach
- Key Staff Experience

The top-rated Proposer will be invited to enter into negotiations with the ACAA. If negotiations for an agreement are successful, a recommendation will be presented to the ACAA Board of Directors for award of a Professional Services Agreement. In the event that the parties do not achieve an acceptable agreement, ACAA reserves the

right, at its sole discretion, to terminate negotiations with the selected Proposer and initiate negotiations with the second-ranked Proposer and so on.

The ACAA Board of Directors is the sole decision-maker regarding this procurement process, and the ACAA Board of Directors reserves the right to reject any or all submittals, to solicit and accept Proposals from parties who have not responded to this procurement, or to terminate this process at any time. Please note that the successful Proposer will be precluded from competing for or performing additional work for the ACAA under the Cargo 4 Building Intermodal Freight Transfer Facilities Development project without the written consent of the ACAA. Sub-consultants will be allowed to compete for or perform additional work for ACAA under the Cargo 4 Building Intermodal Freight Transfer Facilities Development project upon approval from ACAA that there is no conflict of interest.

## **SCHEDULE FOR SELECTION**

The anticipated schedule below represents the ACAA's best estimate of the schedule that will be followed in selecting the construction management team. The length of the contract term for the contract is anticipated to be August 2021 through March 2025.

- ACAA Issues SOI: March 24, 2021
- SOI Due to ACAA: April 30, 2021
- Selection: by May 21, 2021

### **All Proposals should be submitted to:**

Mr. Jeff Bezek, P.E.  
Director, Engineering  
Allegheny County Airport Authority  
Pittsburgh International Airport  
Landside Terminal, 4th Floor Mezzanine  
PO Box 12370  
Pittsburgh, PA 15231-0370

Questions should be directed to Jeff Bezek via email only at [jbezek@flypittsburgh.com](mailto:jbezek@flypittsburgh.com)