EC-20-139

CITY OF ALBUQUERQUE

Albuquerque, New Mexico
Office of the Mayor

Timothy M. Keller, Mayor

INTER-OFFICE MEMORANDUM **DATE: August 5, 2020**

TO: Patrick Davis, President, City Council

FROM: Timothy M. Keller, Mayor

SUBJECT: Mayor's Recommendation of SMPC Architects for Architectural Consultants for AIS Air Cargo Expansion

The Selection Advisory Committee (SAC) met via email on August 5, 2020 to consider the following project:

Project: Project No: 6439.92; Architectural Consultants for AIS Air Cargo Expansion

Agency: Department of Municipal Development

Five proposals were received in response to the Request for Proposals but only four were considered because one of the firms did not include their Pay Equity Worksheet PE 10-249 as required per the legal ad.

Project Description: To provide architectural design services for the construction of an air cargo building within the aircraft operations area of the Albuquerque International Sunport. The building area will be approximately 100,000 square feet to include interior work, office space, warehouse space, and truck docks. The project will include construction of a parking lot, an access road to the new facility, and security access control points for property and facility entrance/exit.

The Committee made the following recommendation of the three highest ranked respondents:

Dekker/Perich/Sabatini SMPC Architects Vigil & Associates Architectural Group, P.C.

The Cover Analysis, Score-Sheet Compilation and Minutes of the SAC Meeting are attached.

Therefore, in accordance with Section 14-7-2-1 et seq, ROA 1994, the following is my consultant selection recommendation concerning the procurement of professional services for the above listed project:

SMPC Architects

Mayor's Recommendation of SMPC Architects for Project No: 6439.92; Architectural Consultants for AIS Air Cargo Expansion.

This recommendation is being forwarded for Council consideration and action.

DS

Approved:

8/20/20

Sarita Nair, JD, MCRP Date
Chief Administrative Officer

Approved as to Legal Form:

DocuSigned by:
Esteban Aguilar 8/5/2020 | 4:59 PM MDT
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Esteban A. Aguilar, Jr. Date
City Attorney

Recommended:

DocuSigned by:
Patrick Montoya AV
1ED93102F75A41F... 8/5/2020 | 3:48 PM PDT

Patrick Montoya, Director Date
Department of Municipal Development

MIM

Attachments:

Cover Analysis
Composite SAC Evaluation Form
Minutes of the SAC Meeting

Cover Analysis

1. What is it?

This is to provide architectural consultant services for a new air cargo building at the Albuquerque International Sunport.

2. What will this project do?

This project will provide the Aviation Department with additional revenue sources from the air cargo industry.

3. Why is this project needed?

This project is needed because it will provide the Aviation Department with revenue through fees and lease agreements.

4. How much will it cost and what is the funding source?

The design fees are to be negotiated as a percentage of the estimated construction cost, which is $25,000,000. The funding will be from Aviation Department Fund 611/1114000, Activity Number 1175230

5. What will happen if the project is not approved?

Should this not be approved, the department will not have the opportunity to increase revenues through project expansion of the air cargo industry.

Composite Selection Advisory Committee Evaluation Form

Project No: 6439.92; Architectural Consultants for AIS Air Cargo Expansion **DATE: 8/5/2020**

Evaluation Criteria	Maximum Points	Firm Name: SMPC Architects	Firm Name: Vigil & Associates Architectural Group P.C.	Firm Name: Dekker/Perich/Sabatini
I. General Information 1. Provide Name and Address of Respondent and, if firm, when firm was established. 2. Provide number of employees, technical discipline and registration. 3. Indicate where the services are to be performed.	25	23	22	23
II. Project Team Members 1. Provide organization plan for management of the project. 2. Identify all consultants to be used on the project. 3. Provide qualifications of project team members shown in organization plan, including registration and membership in professional organizations. 4. Provide any unique knowledge of key team members relevant to the project.	75	61	57	52
III. Respondent Experience 1. Describe previous projects of a similar nature, including client contact (with phone numbers), year services provided, construction cost (if applicable), and a narrative description of how they relate to this project. 2. Provide examples of the Project Manager's City experience within the past five (5) years that serve to demonstrate the the Project Manager's knowledge of City procedures.	150	122	119	120
IV. Technical Approach 1. Describe respondent's understanding of the project scope. 2. Describe how respondent plans to perform the services required by the project scope. 3. Describe specialized problem solving required in any phase of the project.	125	110	99	101
V. Cost Control 1. Describe cost control and cost estimating techniques to be used for this project. 2. Provide comparisons of bid award amount to final cost estimate for projects designed by the respondent during the past two (2) years. The consultant may provide justification for any discrepancies that may exist with this information.	75	61	58	62
VI. Quality and Content of Proposal 1. Evaluator's rating of overall quality of proposal.	50	42	40	41
Total Possible Points	500	500	500	500
Total Points (Before Point Deductions)		419	395	399
Minus High and Low Scores Total		159	154	161
Total Points (Minus High and Low Scores)		260	241	238
Minus Point Deductions (If Applicable)		0	0	0
Sub-Total (All Applicable Deductions Applied)		260	241	238
Plus Tie Breaker Points (If Applicable)		0	0	0
SAC TOTAL SCORES		**260**	**241**	**238**
Plus Interview Scores		0	0	0
FINAL SCORES		**260**	**241**	**238**

Minutes of the Meeting
of the
Selection Advisory Committee
August 5, 2020

via Email

Architectural Consultants for AIS Air Cargo Expansion

Project No: 6439.92

Present:

Bud Ball, Project Manager, Aviation Department
Jerry Francis, RA, Department of Municipal Development
Mark Eshelman, RA, Transit Department
Hartwell Briggs, RA, Aviation Department
Richard McCurley, Aviation Department

Staff:

Myrna Marquez, Administrator, Selection Advisory Committee

Five proposals were received in response to the Request for Proposals but only four were considered because one of the firms did not include their Pay Equity Worksheet PE 10-249 as required per the legal ad.

Project Description:

To provide architectural design services for the construction of an air cargo building within the aircraft operations area of the Albuquerque International Sunport. The building area will be approximately 100,000 square feet to include interior work, office space, warehouse space, and truck docks. The project will include construction of a parking lot, an access road to the new facility, and security access control points for property and facility entrance/exit.

Approximate Construction Cost $ 20,000,000.00

The Administrator contacted the SAC Committee and RFP respondents on July 31, 2020 and advised them that this meeting would take place via email. She reminded the SAC Committee to have their scores and comments emailed to her by 11:30am on August 5, 2020.

The SAC Committee was appreciative of all the submission for this project; all the submissions were very professional and informative. Committee members considered the level of detail given, especially in the experience and technical approach sections, to be an important factor in scoring. Proposals that addressed not just that Aviation is desiring a compressed schedule but how that could be accomplished was a favorable factor. Committee members noted that some proposals, however, contained generic information.

The Administrator collected the Committee members' scores. Upon receipt of all the score sheets, the Administrator deleted the high scores and low scores and then totaled the proposal scores. Ties did not result and because the two top scores were not within 5% (15 points) of each other, point deductions were not applied.The Committee and respondents were advised of the final scores and the Administrator asked the Committee if there was a motion for interviews; no motion was made. The Administrator verified the scores prior to submitting the Committee's recommendation to the Mayor.

Final scores reported via the email meeting were as follows:

Dekker/Perich/Sabatini	238
FBT Architects	237
SMPC Architects	260
Vigil & Associates Architectural Group, P.C.	241

The Administrator informed the Committee of the following ranking of the top three firms based on their scores and subject to verification of Total Final Points:

Dekker/Perich/Sabatini	238
SMPC Architects	260
Vigil & Associates Architectural Group, P.C.	241

There being no further business before the Committee, the Administrator adjourned the email meeting by emailing everyone the final scores on August 5, 2020 at 12:31p.m.

Myrna Márquez

Myrna Marquez, Administrator
Selection Advisory Committee

cc: City Clerk

ARCHITECTURAL CONSULTANTS FOR

AIS AIR CARGO EXPANSION

Project No. 6439.92 July 23, 2020

SMPCArchitects

AECOM • Bohannan Huston, Inc. • Bridgers & Paxton Consulting Engineers • Balis & Co.

Selection Advisory Committee
c/o Myrna Marquez, SAC Administrator
Department of Municipal Development
One Civic Plaza NW, Room 7057
Albuquerque, NM 87102
myrnamarquez@cabq.gov

July 23, 2020

RE: RFP for Architectural Consultants for AIS Air Cargo Expansion - Project No. 6439.92

Dear Ms. Marquez and Members of the Selection Advisory Committee:

SMPC Architects is proud to offer our proposal for the design of the Air Cargo Expansion Facility at the Albuquerque International Sunport. We understand the economic impact this facility will have to the City of Albuquerque and the state of New Mexico and we are excited by the potential of this motivated project. To accomplish the project goal, SMPC has gathered a design team with Sunport and project type experience unmatched by any other architectural consultant.

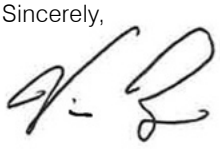
- **SMPC Architects has established a strong working relationship with the Aviation Department** and the City of Albuquerque through the recent Pre-Security Terminal Building and Landside Improvements contract, including the Terminal Improvements Project (TIP), and the many On-Call task orders within the Terminal. Through this contract experience, SMPC Architects has acquired an unsurpassed working knowledge of City policies and processes, positioning us to efficiently move this project to completion.

- SMPC Architects has gathered an experienced and specialized design team for the Air Cargo Expansion facility consisting of: **AECOM's Jim Singeltary,** who brings unparalleled experience in the design of air cargo facilities and has the coordination knowledge required to integrate specialized material handling equipment that maybe required for the Air Cargo Expansion. **Bohannan Huston's Glenn Broughton** brings his extensive knowledge and experience in warehouse civil site design to the project. His contribution will be invaluable to the efficiency of the trucking access and circulation critical to the success of the Air Cargo Expansion. **Bridger's and Paxton's Steve Otero** brings specific specialized security, access control, and data integration required for air cargo warehousing and specialized equipment handling equipment.

- SMPC Architects understands the urgency for this facility and proposes a novel project management approach consisting of multiple project managers working concurrently and in conjunction with each other to provide the accelerated design delivery required for the Air Cargo Expansion. Our engineering consulting team also understands the urgency and we are all committed to providing the resources necessary to provide project design services on time and the project on budget. **We are ready to go!**

Thank you for considering our proposal, we trust that it underscores the unique knowledge and benefits of the SMPC Architects team, and we look forward to the opportunity to discuss our qualifications in person or via teleconference.

Sincerely,



Vincent Payne, AIA
Principal, SMPC Architects
505-232-6307 (direct)

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The Air Cargo Facility Expansion project presents the challenge of accelerating the design and construction schedule for a large-scale project with unique and technical requirements. For this effort, we are including a specialized team with expertise in this project type, and international experience designing air cargo facilities for UPS, DHL, Fed Ex, and Amazon.

1. Name, address & phone number of respondent and when firm was established

Name SMPC Architects

Address 219 Central Ave NW, Suite 800
Albuquerque, NM 87102

Telephone 505-255-8668

Email v.payne@smpcarchitects.com
d.hassard@smpcarchitects.com

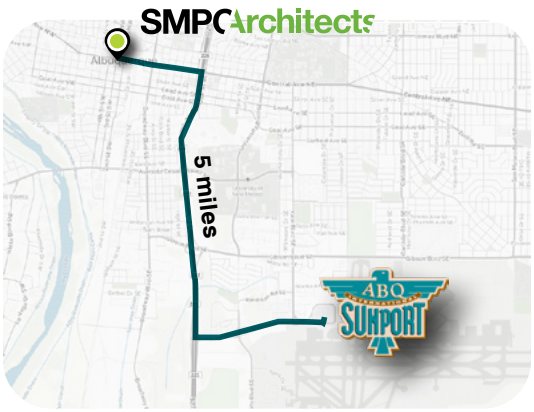
Web www.smpcarchitects.com

Established 1944

Incorporation 1980

Firm Values:

- Client Focused
- Creativity and Innovation
- Accountability
- Integrity
- Professional Development
- Quality of Life



SMPC is located within the historic First National Bank Building at 219 Central Ave, Downtown Albuquerque. Our office is a short walk to City Hall, the Planning Department and Building & Safety Department - and about 5 miles from the Sunport.

2. Number of employees, technical discipline, registration, registration number

Number of Employees: 26 full-time employees, 1 part-time employees

Technical Discipline & Registration Numbers:

5 Principals

- Vincent Payne, AIA, Registered Architect, NM #5008
- Peggy Favour, IIDA, AIA, Licensed Interior Designer, NCIDQ, NM #276, Registered Architect, NM #5819
- Patricia Hancock, AIA, LEED AP, Registered Architect, NM #2095
- Karl Schindwolf, AIA, Registered Architect, NM #2215
- Erik Mease, AIA, Registered Architect, NM #5561

11 Registered Architects & Licensed Certified Design Professionals

- David Hassard, AIA, Principal Emeritus, Registered Architect, NCARB, NM #1467
- David Edwards, AIA, Senior Associate, Registered Architect, NM #5677
- Sarah Pulling, IIDA, Associate, Licensed Interior Designer, NM #338
- Glenn Fellows, FAIA, Principal Emeritus, Registered Architect, NM #978
- Dave Cook, AIA, Principal Emeritus, Registered Architect, NM #1085
- Greg Gerwin, RA, Senior Associate, Registered Architect, NM #2313
- Tymn Waters, AIA, Senior Associate, Registered Architect, NM #3741
- Mathew Miller, RA, Senior Associate, Registered Architect, NM #5409
- Dale Lusk, AIA, Senior Associate, Registered Architect, NM #5719
- Jackie Bryan, AIA, Associate, Registered Architect, NM #6051
- Chrystal Taliman, IIDA, NCIDQ, Associate, Interior Designer

7 Intern Architects/Designers

3 Administrative Support Staff

3. Where the services are to be performed

Project administration and coordination will be conducted from SMPC's office located 5 miles from the Sunport and a couple blocks from Civic Plaza.

AECOM will provide Air Cargo/Distribution Facility Planning from their Columbus Ohio office. All other consulting engineers, designers and estimators on our proposed team are located in Albuquerque. Bohannan Huston, Inc. (Civil), Bridgers & Paxton (MEP), AECOM (Structural), Balis & Co. (Cost Estimating), are each within 9 miles of the Sunport.

Meetings and project coordination sessions will be held at the Sunport, SMPC's office, and at City facilities as required. The SMPC team members are capable of working remotely as circumstances demand.

SMPC uses **Microsoft Teams** to coordinate project teams remotely. Microsoft Teams is an online hub that enables project team members to share content, collaborate on documents, and communicate through instant messages, video and voice teleconferencing.

Our proposed team is comprised of well-qualified firms who consistently bring an emphasis on design, execution and project management.

1. Organization Plan for Management of the Project

Each SMPC principal is active as a project manager/architect, in addition to their firm management responsibilities. Design production is carried out by project architects who work with the project manager and/or principal to develop the projects through various stages.

Considering the compressed design schedule, and need for concurrent efforts to manage the engineering team and necessary multi agency approval processes, SMPC proposes two Principal level Project Managers to divide and conquer the design phase: Vincent Payne - Principal and David Hassard, Principal Emeritus.

Vincent will be responsible for overall contracts and internal management of SMPC resources. He will serve as the primary liaison between SMPC, our consultant team, and the City of Albuquerque Aviation Department.

David will utilize his vast experience to focus on the multiple agency approvals required for this project, including coordinating and providing project reviews with the CABQ Planning Department, CABQ Department of Municipal Development, CABQ Building Safety Department, and the Fire Marshals office, just to name a few. David's experience with the Federal agencies including TSA, CBP, and the FAA will be tapped to assure that any approvals required by these agencies will be addressed.

Both David and Vincent will be involved throughout each of the design phases to assure compliance with the design program and ensure project success.

Vincent Payne and David Hassard will administer each phase of project through each stage from the initial meetings through analysis, programming, design, cost estimating and construction.

2. Prime Consultant

Architecture,
Project Management
SMPC Architects

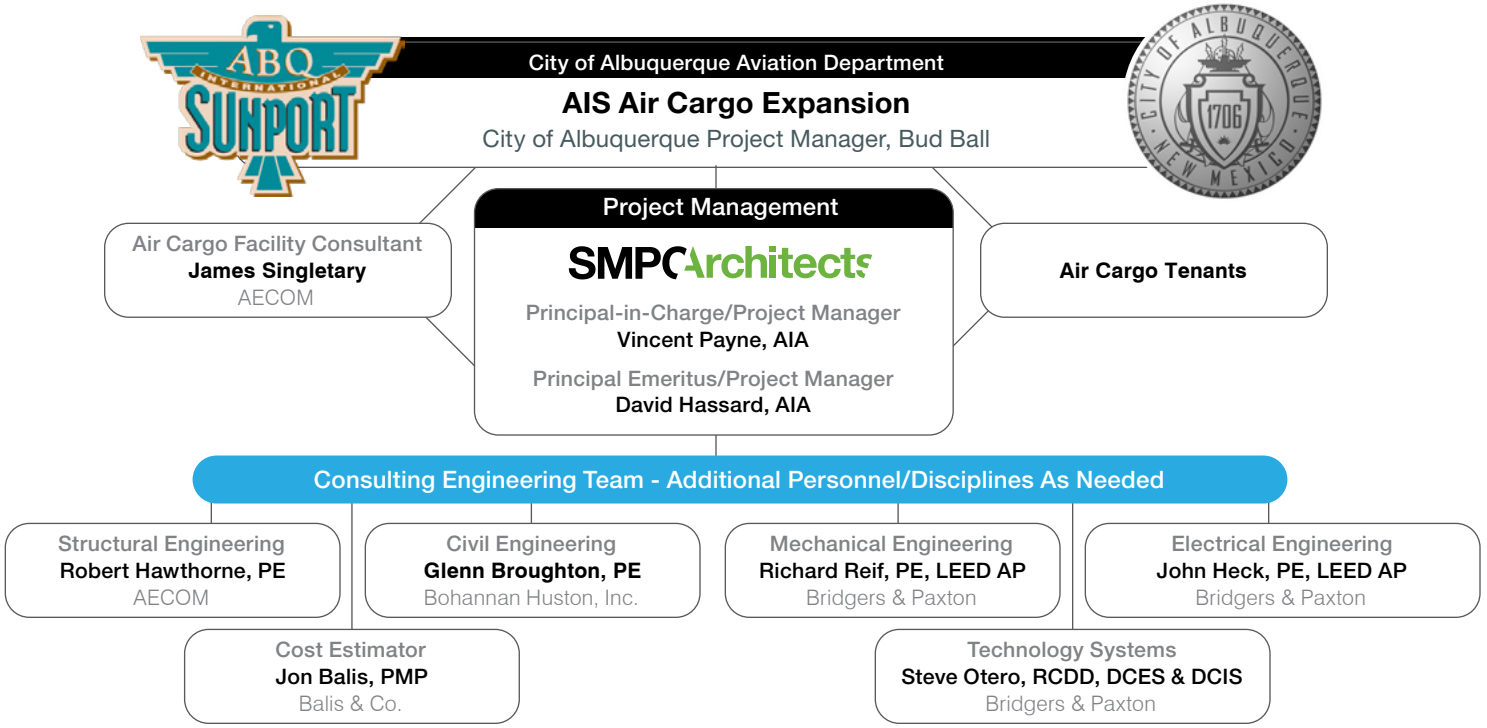
Engineering Consultants

Air Cargo Facility Consultant
Structural Engineering
AECOM

Mechanical, Electrical, Plumbing
Technology & Security
Bridgers & Paxton Consulting Engineers

Civil Engineering
Bohannan Huston, Inc.

Cost Estimating
Balis & Co.



3. Qualifications of project team members, registration and membership in professional organizations.

The team we are offering has unique expertise to provide responsive design and engineering services for unique requirements of this project - an air cargo facility that has the capacity to support high volume distribution operations. We are ready to go!

Vince Payne

Principal-in-Charge/Project Manager: Vincent Payne, AIA, SMPC Principal

Education: Master of Architecture, University of New Mexico, 1995; Bachelor of Architecture, UNM, 1988

Registration: Licensed Architect, NM #5008 **Affiliations:** American Institute of Architects **Tenure:** Mr. Payne joined SMPC in 2007 and became a firm principal in 2014.

Vincent Payne's experience includes contract management, design management, construction management of various projects ranging from renovations of **specialized industrial and aviation-related projects**, to new construction projects. Vincent has worked alongside David Hassard on a number of recent aviation projects.

Representative Projects: Sunport Terminal Improvements Project (Ticketing/Baggage/Arrivals/Departures); Sunport Restroom Renovation, Operations Suite, Level-2 Ramp, Police Suite, Employee Fitness Suite, Information Technology Suite, Security Badging, Family Assistance Center; Holloman Air Force Base On-Call A/E Services; Spectra Yates Private 2 Hangar complex at Santa Fe Airport.

David Hassard

Project Manager: David Hassard, AIA, SMPC Principal Emeritus

Education: BA from Arizona State University (1976) **Registration:** Registered Architect: NM #1467

Affiliations: NCARB; Member, American Institute of Architects; Member, NM Architectural Foundation; Member, NAIOP; Member; National Fire Protection Association.

David Hassard has designed and managed renovation projects from $100K to facilities $35M in size for more than 38 years. He has expertise providing comprehensive management services including programming, design, construction documents and construction administration. He has abundant experience with the City of Albuquerque project development processes (EPC, DRB, DRC).

Relevant Experience: **Over a 20 year period, David has managed over 60 projects at the Sunport** including the CBP Federal Inspection Station; Terminal Improvements Project (Ticketing/Baggage/Arrivals/Departures); TSA Security Checkpoint (Passenger Screening Level Expansion); Sunport III Hangar (Eclipse Aviation); Double Eagle II Airport Airfield Maintenance Facility, Spaceport America (Virgin Galactic) Terminal Hangar Facility; Lea County Regional Airport Terminal Expansion.

Jim Singeltary

Airport Cargo Facility/Distribution Center Planner: Jim Singeltary, AIA, AECOM

Education: Bachelor of Arts (BA), Environmental Design/Architecture, Texas A & M University

Registration: ME, KY, AR, AL, MI, NE, NH, OH, TX, NV, LA

Tenure: Jim Singeltary has over 22 years of experience as a project manager for architectural projects in design, cost control and budgeting, code and zoning compliance, materials and systems research, contract document production, specifications, bidding and negotiations, and construction administration. **He has been the project manager for major airport cargo facilities and distribution centers ranging in size up to $200 million, for clients including UPS, FED EX, DHL** and others. Jim is particularly skilled at unifying all processes into one system for completing the project.

Representative Projects: United Parcel Service (UPS), Louisville, Kentucky: Centennial Hub Phase 1, Phase 2, Worldport Phases 2 & 3 - North and South Expansions; United Parcel Service (UPS), Trabue Hub Expansion, Columbus, Ohio; DHL, Building F Hub Expansion, Wilmington, Ohio; United Parcel Service, Worldport Phase 1 - Airlines Hub 2000, Louisville, Kentucky; United Parcel Service, Worldport Grating Modifications, Louisville, Kentucky; United Parcel Service, Swan Island Hub Expansion, Portland, Oregon; FedEx Ground, Facility Improvements, Salt Lake City, UT; FedEx Corporation HQ, SmartPost Pavement Expansion, Columbus, OH; Confidential Distribution Client, KLAL Phase 1 Regional Air Hub Plan, Lakeland, FL; United Parcel Service, Centennial Hub, Phase 2 Louisville, KY

The members of our proposed consultant team have supported the Aviation Department on numerous projects and all have worked on projects at the Sunport and/or Double Eagle II Airport.

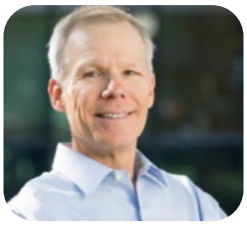
Rich Reif

Lead Mechanical/Plumbing Engineer: Richard Reif, PE, Principal Bridgers & Paxton

Education: BS, ME, University of North Carolina **Registration:** Professional Engineer NM #20132 **Tenure:** 13 Years (13 w/B&P) **Affiliations:** ASHRAE

Rich is a Principal Mechanical Engineer for Bridgers & Paxton who specializes in designing building environments for commercial facilities. His experience covers all aspects of heating, ventilating, and air conditioning (HVAC) system design. He has been responsible for the production of mechanical drawing packages, mechanical cost estimates, energy evaluations, budget proposals and mechanical control design.

Representative Projects: **COA, Aviation Department Engineering Services**; Double Eagle II Airport New Aviation Hangar Facility for NMDPS; Sunport, Customs & Border Protection Federal Inspection Station; Sunport, Central Utility Plant (CUP) Boiler Upgrades Project; Sunport, Cooling Tower Replacement; Sunport, Eclipse Aviation 2.5 & 5 Manufacturing Buildings (SD Only); Sunport, Post Security (Secure Side) Terminal Improvements



John Heck

Electrical Engineer: John F. Heck, PE, LEED AP, Principal Bridgers & Paxton

Education: BS, Electrical Engineering California Polytechnic State University **Registration:** Licensed Professional Engineer: NM #12498, CO, AZ, CA, TX, & LEED AP

Tenure: Mr. Heck is Principal, Project Manager and Lead Electrical engineer for B&P. **He has over 33 years design experience** including energy and environmentally sensitive devices such as efficient lighting, occupancy sensors, lighting control and daylight sensing systems. His specialties include power distribution, communication systems, fire alarm systems, security systems, and integrated building management systems for energy-efficient buildings. John has completed 40+ projects with the City of Albuquerque.

Representative Projects: Albuquerque International Sunport, Customs & Border Protection Federal Inspection Station/International Terminal, Post Security (Airside) TI, Cooling Tower Replacement, Eclipse Aviation 2.5 & 5 Manufacturing Buildings (SD Only) Voluntary Airport Low Emissions Program Grant-Central Utility Plant (CUP) Upgrades; City of Albuquerque (COA), Aviation Department Engineering & Architectural On-Call Contracts for Albuquerque International Sunport & Double Eagle Airport (2011-2019)

Steve Otero

Security & Technology: Steve Otero, RCDD, DCES, DCIE & DCIS Bridgers & Paxton

Education: NM Joint Apprenticeship School for Telecommunications **Registrations:** Registered Communications Distribution Designer RCDD# 237189; International Data Center Authority (IDCA) - Data Center Infrastructure Specialist (DCIS), Data Center Engineering Specialist (DCES) & Data Center Infrastructure Expert (DCIE) Certifications **Tenure:** 39 Years (6 with B&P) Affiliations: BICSI

Tenure: Steve is **B&P's Regional Technology Director** and a Senior Technology Systems Designer. Steve is responsible for project planning, design, scope management, and adherence to industry standards.

During Steve's previous employment, he was Senior Project Manager for Amazon Security North America, where **he managed the security design team for Amazon Fulfillment Centers in North America**. The role included the following responsibilities: oversee security designs to include surveillance cameras, access control, turnstiles. Site security included bollards, security perimeter fencing, access-controlled vehicle gates, surveillance cameras. Reviewed contractors bid proposals and made bid award recommendations to Amazon. Travel to Fulfillment Centers in North America to observe all IT installations, IT cabling, IT rooms, Network distributors within the warehouse areas, access control, surveillance camera installations and operation, and proper placement of WAPs configured in a "mesh" type network in the wheelhouse robotics areas. A number of Fulfillment centers required special designs in the warehouse to accommodate the hydrogen refueling tanks. This requirement included all IT devices, security in particular.

Representative Projects: Experience with B& P includes projects at the Sunport, Customs & Border Protection Federal Inspection Station; Sunport, Post Security (Secure Side) Terminal Improvements; NMSA Spaceport America, Gateway to Space Terminal/Hangar Facility, Virgin Galactic Tenant Improvements - Upham, NM.


Robert Hawthorne

Lead Structural Engineer Robert Hawthorne, PE AECOM

Education: BS in Civil Engineering, UNM **Registration:** Professional Engineer: NM 8178

Tenure: Mr. Hawthorne has nearly four decades of experience in structural analysis, planning, design, quality control, and project management.

Mr. Hawthorne is a structural engineer with **39 years of diverse experience in structural analysis, planning, design, quality control, and project management of structures including airport facilities, hangars, and warehouse service areas**. Structures include air traffic control tower, airport concourses, airport security screening areas, space shuttle process areas and laboratory process areas. He is knowledgeable in the design of structures subjected to seismic dynamic loading including soil/structure interaction. Mr. Hawthorne has experience in computer applications and empirical analysis of structures subjected to dynamic loading including wind and ground seismic motion. His experience in design materials includes steel, precast concrete, post-tensioned concrete, and conventionally-reinforced concrete.

Relevant Experience: Sunport Terminal Improvements Project (Ticketing/Baggage/Arrivals/Departures); Double Eagle II Airport Hangar Facility for New Mexico Department of Public Safety; Sunport III Hangar; Double Eagle II Air Traffic Control Tower: Double Eagle II Airport Airfield Maintenance Facility.


Glenn Broughton

Lead Civil Engineer Glenn Broughton, PE, LEED AP Bohannan Huston, Inc.

Education: B.S. in Civil Engineering, Certificate Design & Evaluation Process Outline (DEPO)

Registration: Professional Engineer NM #14171, AZ, CO, WY, NV, LEED Accredited Professional

Affiliations: Society of American Military Engineers (SAME); National Association of Industrial and Office Properties

Tenure: Glenn Broughton is a vice president and senior project manager in BHI's Community Development and Planning group. **He has 32 years experience.** He manages civil and site design for site development projects around New Mexico, ranging from design-build governmental support facilities to healthcare facilities to educational facilities and institutional projects. Mr. Broughton possesses extensive experience in civil and infrastructure master planning, grading and drainage, site design, roadways, and site utilities. He has executed plan reviews for street improvement projects, coordinated with utility companies and government agencies, prepared project specifications and engineer's estimates, and performed numerous field inspections.

Mr. Broughton is a Leadership in Energy and Environmental Design (LEED) Accredited Professional and has experience with green building practices and design services for LEED registered and/or certified projects.

Relevant Experience: Confidential E-Commerce Distribution Facility; FedEx Facility; Facebook Data Center Warehouse; Shamrock Food Distribution Warehouse; Bicycle Technologies International Office and Warehouse Building Design/Build; PNM Parts Warehouse Luna Facility; San Juan County Soil and Water Conservation District Office Building and Warehouse; Titan Aerospace (Google) Hangar Facility & Launch Test Site Moriarty, NM


Jon Balis

Cost Estimator Jon Balis PMP, Balis & Company

Education: MBA, UNM; BA,Architecture, Goddard College

Tenure: Jon Balis has over 34 years of experience as an independent cost consultant. Jon provides value engineering, life cycle costing, construction cost estimating, and **project scheduling, including accelerated scheduling strategies** and program management (detailed activity generation, resource allocation, time scaled networks and critical path identification).

Relevant Experience: Albuquerque International Sunport including the Terminal Improvements Project (Ticketing/Baggage/Arrivals/Departures); Double Eagle II Airport Hangar Facility for New Mexico Department of Public Safety; Sunport III Hangar; Double Eagle II Airport Airfield Maintenance Facility; Terminal Hangar Facility at Spaceport America.

*SMPC has led delivery of **responsive, cost-conscious solutions resulting in successful outcomes on numerous projects** for the Aviation Department. We've earned a reputation for thorough, accurate and efficient project management.*

4. Provide unique knowledge of key team members relevant to this project

Our team leadership has a 20-year record of performance working on projects together, including at the Sunport. Rather than starting from scratch, our team will build upon its understanding of the Sunport to anticipate potential issues and opportunities on the Air Cargo Expansion.

SMPC Architects design team leadership has a proven record of performance working together on aviation facilities and specifically at the Albuquerque International Sunport. In addition to numerous Terminal projects, **SMPC and our team of Albuquerque-based consultants collaborated on the Sunport III Hangar Facility and the Jet-A Fuel Farm located off Spirit Drive near the existing Air Cargo facility.** SMPC has also designed projects in other locations with dynamic structures and long clear spans anticipated for the air cargo facility, including the iconic Spaceport America Terminal Hangar Facility.

Specialists in airport planning, **AECOM-Columbus** (formerly URS) has broad experience designing air cargo terminals, including regional hubs, throughout the United states for UPS, DHL, Federal Express, US Postal Service, and confidential clients. **AECOM is currently working on 2 large national air hub/sort facilities for a confidential client with similar project parameters.** AECOM will provide project planning associated with functional design, forward looking concept development associated with accelerated design packaging, procurement and coordination with material handling operations, and incorporation of future expansion concepts. They have also been involved with airport planning projects at the Sunport including Expansion of Concessions for Retail Tenants and the TSA Security Checkpoint (Passenger Screening Level Expansion).

AECOM has provided structural designs for numerous projects for over 20 years including the Sunport Terminal Improvements Project, TSA's current Passenger Security Checkpoint (Passenger Screening Level Expansion), Airport Terminal and Concourse design.

Our proposed civil engineer, **Bohannan Huston** (BHI) has unique expertise and working experience with distribution centers for national carriers such as FedEx and USPS. BHI is currently working on a confidential e-commerce distribution facility in Albuquerque.

Bridgers & Paxton has provided **MEP services for numerous projects over six decades for the City of Albuquerque**. Recent Aviation Department projects include on-call engineering contracts, the Voluntary Airport Low Emissions (VALE) program, the CUP Boiler Plant, the Cooling Tower Replacement, and current Sunport Post Security Improvements and Sunport Federal Inspection Station. B&P's lead technology designer has highly relevant experience working on automated distribution center systems at air cargo facilities.

< *"AECOM has proven to be a dedicated team player in achieving our goals for execution of this most important project for United Parcel Service. Their ability to satisfy our aggressive schedule requirements and think flexibly about how to achieve those goals with us has been a real asset. The coordination requirements with the material handling vendors, and their engineers, has been a challenge for the Team. As the designers of the facility, AECOM has delivered for us at each milestone and been a key element in our success here at Louisville."*

- Todd Taylor, Worldport Expansion Project Manager, United Parcel Service

1. Relevant Project Experience

For the Air Cargo Expansion project, SMPC is teamed with Jim Singeltary of AECOM's Columbus Ohio office. Jim has worked with SMPC at the Sunport. His unique experience is of exceptional value for the AIS Air Cargo Expansion project. He's worked with UPS, United States Postal Service, FedEx, DHL and other clients on major air cargo distribution center projects.

UPS's Louisville Distribution Hub (Worldport) is a 5.2 million sf facility able to process over 400,000 packages per hour, mostly bound for domestic destinations. The airport's three runways and 1,500 acres are located right in the center of the city. Worldport is the 7th busiest cargo airport in the world.

AECOM Experience

United Parcel Service Hub 2000, Louisville, Kentucky

In 2000, AECOM completed the largest construction project United Parcel Service had ever undertaken. Our proposed planning consultant, Jim Singeltary was the Project Manager. UPS' Hub 2000 included a new 2,800,000 sq. ft. initial sortation building to be located at Louisville International Airport in Kentucky. AECOM provided professional architectural design and engineering services for the new facility. According to UPS' phased planning needs, the building had to have the flexibility to accommodate future expansion in the form of an additional building two million square feet in size.

UPS Hub 2000 houses 42 acres under roof, and is comprised of three rectangular "wings" where aircraft are loaded and unloaded and which feed parcels via conveyors to a large central sorting core. The building contains approximately 100,000 square feet of office space throughout, including break rooms, locker rooms, and support offices. The accelerated schedule of Hub 2000 required that a full time, 32-person staff begin a 9-month drawing/specification production schedule immediately. AECOM's size and the diversity of its in-house services was therefore of great importance when the firm was chosen after a nationwide search.

Smaller packages are contained inside large packaging "igloos", which are shaped to efficiently use the space inside an aircraft fuselage. These igloos weigh approximately 450 pounds empty and over 2,000 pounds fully loaded. Hub 2000 was designed to reduce as much as possible the physical demands of moving and sorting such large packages, thus helping to ensure the safety of the 21,000 UPS employees who will work there.

Hub 2000 was constructed with advanced engineering ergonomics in mind to reduce the need to raise and lower very large packages. As the material handling system design was advanced, and finite design criteria was available the structural design was refined. As a result, each succeeding Phase was more economically executed than the last. AECOM went on to complete design for three additional phases of expansion, totaling 2.8 million sf.

Completed: 2000 **Project size:** 2,800,000 sf **Cost:** Confidential **Owner:** United Parcel Service

1. Relevant Project Experience

SMPC's recent experience illustrates our ability to work collaboratively and responsively on technically complex projects requiring design solutions that are practical, cost effective and address project goals while meeting an aggressive schedule and quality benchmarks. Collectively, they mirror the program elements anticipated for the AIS Air Cargo Expansion Project.

Sunport Hangar III – Eclipse, Albuquerque, NM

To support their start-up manufacturing operation, Eclipse Aviation requested a facility tailored to their Eclipse 500 jet aircraft painting operations. The 67,400 s.f. Sunport III Hangar Facility provides this custom fit. The building includes four painting booths and two alodine booths, plus preparation and other finishing spaces within the main bay. The support areas include paint mixing rooms and storage, HVAC yards, painting operations offices, restrooms and employee break spaces. Site improvements include 160 parking spaces for this hangar and the adjacent Eclipse Aviation Assembly building (Sunport Hangar II), a shared loading dock, paved taxi lane and apron space, and landscaping.

To remain viable after Eclipse Aviation vacated the facility, the City Aviation Department stipulated its conversion to commercial carrier aircraft storage hangar, an aircraft maintenance hangar or similar related use. The hangar, which measures 300' x 200' x 45' high to the structural frame, is designed for economical conversion to house two 737-700 aircraft. The girder truss at the east wall allows removal of the infill wall below and installation of a 150' wide hangar door.

To comply with City Planning and Zoning (EPC/DRB) requirements, the big box building form is broken up and enhanced along the principal façade by the juxtaposition of the support spaces and mechanical yards, strategic placement of the duct and exhaust flue covers, and integrated and complementary color scheme. The latter carried over to the exterior finishes of the adjacent assembly building to create a unified and distinctive manufacturing complex for this innovative company.

Relevant Features: Illustrates SMPC's experience with consolidating disparate programming requirements into a cohesive design solution, aircraft manufacturing and storage facilities, metal building systems and components, wide-span structures, complex MEP engineering systems, NFPA 409 fire protection sprinkler systems, and familiarity with landfill gas mitigation.

NBC Universal Studios, Albuquerque Sound Stage Studio

The 78,000 sf property at 1601 Commercial Street NE was originally a liquor storage and distribution facility. It was built in 1975 on four-acre lot along the railroad tracks close to downtown Albuquerque.

With the intention of revitalizing the urban warehouse district and economy, the owner was committed to the idea that the location and free span high bay structure with loading docks provided a perfect setting for a television and film studio. Improvements included exterior transformation of the tired facade and interior renovations to provide office and studio support spaces for two sound stages.

The complex project was presented with a short timeline for completion. Communications and better understanding for fast track permitting was achieved by meeting early with City building officials/Fire Marshall.

Shell renovation overlapped the interior build-out with several different subcontractors of the same discipline performing work at the same time. SMPC was on constant alert and on site frequently to respond instantly to issues, coordinating with engineers, and providing the GC needed information to help keep the construction work on schedule.

Owner: Garcia Realty & Development **Project Budget:** Private Owner – Confidential

Tempur-Pedic International Production and Distribution Facility, Albuquerque, NM

The largest building under one roof in Albuquerque, the Kentucky company's enormous 800,000 s.f., (about 18 acres) production facility is also the largest mattress factory in the world. Located on a 50 acre site, the building is also the state's second largest non-government building (second only to Intel's Rio Rancho campus).

The plant has the capacity to produce 50,000 mattresses every month. The exterior palette reflects the natural landscape found near Albuquerque's 9-mile-hill where the production plant is located. The main entrance draws visitors into the facility where interior spaces vary in height from 25' to 45'.

The building skin is designed as a combination of insulated concrete panels and insulated metal panels. Interior walls are primarily insulated concrete or concrete masonry. The structure is unprotected steel frame construction with a full sprinkler system.

The sheer size of the project posed many challenges. During construction a half mile distance between the lay down yard and the site caused crews double-duty to ensure materials were available when needed. More than 19,000 cubic yards of concrete were poured and 100 truckloads of steel beams were delivered despite a steel shortage during construction causing scheduling and logistic challenges.

Relevant Features: Scale (800,000 sf); Warehouse & Distribution Facility; Shipping and Receiving, Truck Docks, Dock Doors; Automated/Robotic Production Systems; Office Space, Breakrooms; Security Fencing

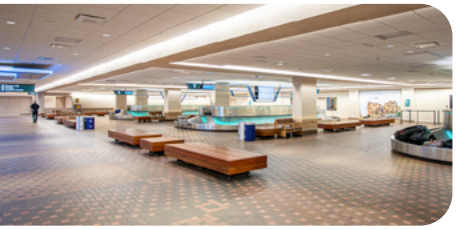
Size: 800,000 sf **Cost:** $40M **Completion:** 2007

Located near Double Eagle II Airport

Entry Lobby

Staff Breakroom

Sunport - New Lighting in Arrivals Area



Sunport Baggage Area

Additional Aviation Department Projects by SMPC and Team Members Albuquerque International Sunport

- Terminal Improvements Project (Ticketing, Baggage, Arrivals, Departures)
- Administration Reception & Press Room
- Police Suite & Fitness Center
- Family Assistance Center
- Information Technology Suite
- Security Badging
- Parking Structure Lighting
- Sustainable Airport Master Plan
- Alaska Airlines Common Use Ticketing
- Southwest Airlines T-Point Baggage Screening
- Fuel Farm Operations & Maintenance Bldg
- Wash Station for Ground Service Equipment
- Hangar III Facility for Eclipse Aviation

Rendering of NMSA Cafeteria Building currently under construction in Santa Fe.

Aerial view of Sandia National Labs – Albuquerque NM

Recent Accelerated Design and Fast Track Projects

SMPC and its engineering consulting team have performed numerous accelerated/fast track projects. Currently, we are working on a fast track project for the New Mexico School of Art in Santa Fe. The project consists of the construction of a cafeteria / multi-use space and dormitories. The fast track component includes the issuance of foundation packages for construction while design development and construction drawings for the superstructure progress.

The SMPC + Summit Construction design/build team have been the most successful project delivery team for Sandia National Labs (SNL). Projects start with a programming document issued by SNL with varying amounts of "pre-design" having been "suggested" by the SNL team. Projects involve one or two early packages prior to the "Full 100% Issued for Construction Package". The most common early package is under-slab utilities, civil and structural foundation. They usually have an early structural steel package as well. Construction is typically underway by a couple months before the complete CD pacakage is issued, and architectural design (fine-tuning & coordinating) continues for a few more months, as subcontractors come on board. Starting with a thorough programming document our D/B team can complete a 3-story 26,000 sf office building in about 12 months.

2. Provide examples of Project Manager's City experience within the past five (5) years that serve to demonstrate the Project Manager's knowledge of City procedures

SMPC Architects proposes Vincent Payne, Principal, and David Hassard, Principal Emeritus, as co-project managers for Project No. 6439.92. This is **to ensure the highest quality, most responsive services are provided to the City of Albuquerque Aviation Department for this project.**

Vincent is SMPC's principal-in-charge and project manager for the Terminal Improvements Project (Ticketing, Baggage, Arrivals, Departures) nearing completion at the Sunport Terminal. The recent Pre-Security Terminal Building and Landside Improvements contract with the Sunport consisted of 14 studies and final designs for large and small projects.

As project manager and architect, several of these smaller projects including the Restrooms Renovation, Operations Suite and Level 2 Ramp, Police Suite, Employee Fitness Center, the IT Suite, Security Badging and Family Assistance Center were each finished in rapid succession. As a result, he has become very familiar with the Aviation Department's processes and the City's requirements for EPC/DRB approval, permitting, and construction administration.

Equally qualified, David Hassard has been the principal-in-charge, manager and architect for over 60 projects of various sizes and complexities at the Sunport executed under numerous A/E contracts over the past 20 years. He led the SMPC team for the Pre-Security Terminal Building and Landside Improvements contract which included the Terminal Improvements Project. He is the architect of record for the Sunport III Hangar and TSA's current Security Checkpoint (Passenger Screening Level Expansion) at the Terminal. He is the project manager and architect for the Lea County Regional Airport Terminal Expansion under construction and the new Federal Inspection Station project for U.S. Customs and Border Protection being planned at the Sunport.

1. Describe the respondent's understanding of the project scope.

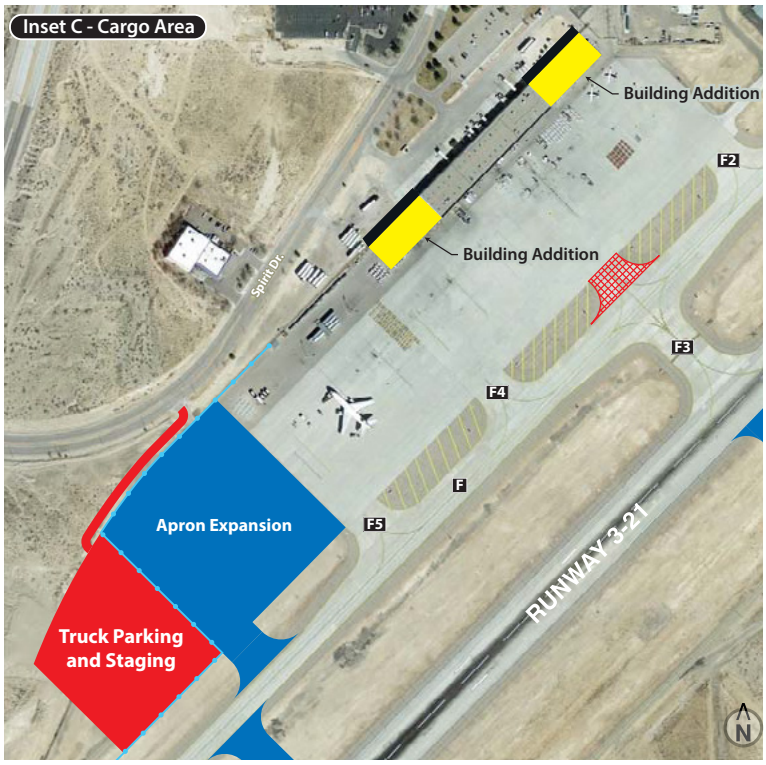
SMPC Architects understands that the planned air cargo terminal is a critical part of the air cargo transportation supply chain. The terminal, which may be a single or multi-tenant facility, will be designed in terms of each anticipated air carrier client's business model (each with differing facility requirements) while maintaining a degree of future flexibility. The cargo processing and storage capacity will be right sized to accommodate the carrier client's peak volumes with respect to the terminal's four principal functions.

- Breakdown and build up of cargo pallets and ULD's (Unit Load Device – containers).
- Sorting and arranging of ULD's and cargo by aircraft destination and flights.
- Short term storage.
- Facilitation and documentation, which may include U.S. Customs and Border Protection (CBP) for international flight arrivals and future inspection by the Transportation and Security Administration (TSA) for all flight departures.

The terminal may incorporate both manual load (hand and forklift) and automated facilities. Provided by the carrier/client's material handling vendor, heavily automated facilities use single or multiple level container storage moved by railed transfer vehicles. The dynamics of these sophisticated systems; which affect the terminal's building form (clear height and footprint), structural system load capacity, mechanical, and electrical systems; must be determined at initial programming.

Equally important are the supporting site improvements. On the secure side of the terminal, this includes aircraft parking apron (hardstand) for several types/sizes/weights of aircraft with associated clearances for cargo handling and aircraft ground service equipment. On the restricted land side of the terminal, this includes truck docking and maneuvering areas as well as parking for large trucks, employee and guest vehicles. Other landside improvements will include an access drive into the site, signalized intersection, AOA security fencing and gates, grading and fill, and utility extensions.

Success on these types of projects requires not only an in-depth **knowledge of the air cargo building type which the SMPC team possesses, but an understanding of the Aviation Department and City of Albuquerque standards and procedures**. In addition to the City Aviation Department and air carrier/distribution clients, this project will require coordination with numerous stakeholders including the FAA, TSA, and CBP; the City Planning Dept. (EPC/DRB/DRC approvals), Building and Safety, Public Works, and Fire Marshal; ABCWUA (water and sewer), PNM, Gas Co. of NM, and telecommunications companies; and concurrent project teams at the Albuquerque International Sunport.



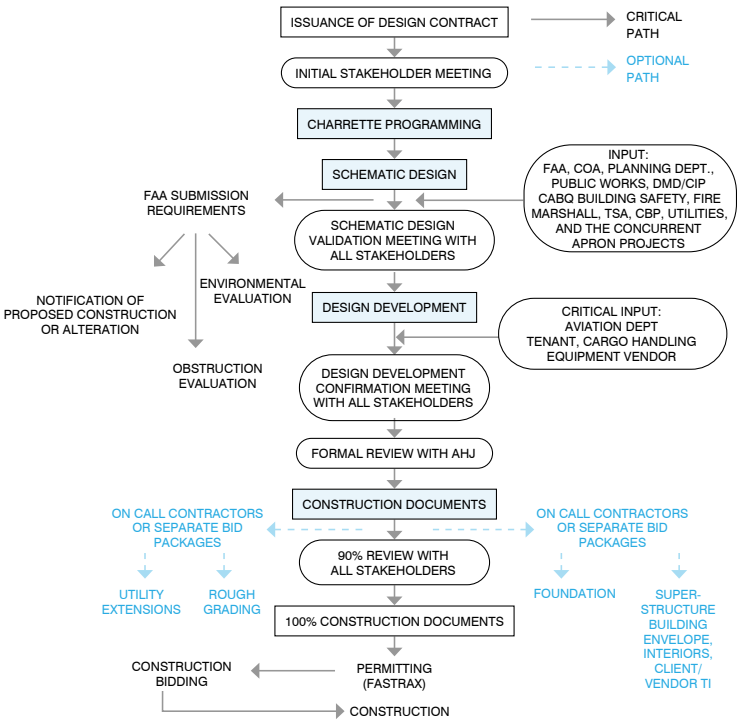
Proposed location for cargo facility expansion from the Sunport Sustainable Airport Master Plan.

Our proposed team will coordinate specific technical parameters and requirements with tenants and regulatory agencies.

2. Describe how the respondent plans to perform the services required by the project scope.

SMPC will provide A/E services for the Air Cargo Facility Expansion project following design process described below which includes two phases with multiple tasks - consistent with COA standard agreements and Aviation Department processes for execution of architectural services. We understand a condensed design period is required for the success of the project and propose potential time saving strategies to accomplish this goal.

Proposed Accelerated Design/Bid/Build Flow Chart



Phase 1 – Preliminary Design:

Phase 1 consists of analysis of similar installations, Pre-design/ Programming and Conceptual/Schematic Design which establish and define the scope for the Air Cargo Facility Expansion at the Sunport. Understanding the "need for speed", SMPC has developed a work flow plan to confront the typical aspects that can hinder efficiency in the linear Design, Bid, Build delivery model.

The Identification of Stake Holders early in the project will determine their needs for the project and to assure proper representation of those needs throughout the design process. The identification process will be initiated through conversations with Aviation Department personnel and will be expanded as needed to include Transportation and Security Administration, Federal Aviation Administration, Customs and Border Patrol personnel and Tenant TI and material handling equipment representatives. Once the organizations are identified, representative will be determined and notified of the project and their requested involvement.

Charrette /Programming: Due to the condensed design time frame required for this project, SMPC proposes an intensive schematic design process consisting of multiday charrete and programming sessions that bring all stakeholders together (via teleconference as necessary) to define the design problem to be solved.

The result of the programming process will determine: **Goals** - What does COA and the Aviation Department and tenants want to achieve (Scope) and why? **Facts** - What are the constraints of the proposed building size, site, and affected agencies and parties? This includes evaluation of similar facilities. **Concepts** - How does the Aviation Department want to achieve their goals? What conceptual planning options should be considered? **Needs** - How much space, what quality is desired, and how shall the budget be allocated? **Schedule** - Considering the compressed design schedule for this project, development and commitment by all parties associated with the project will be required. **Problem Statement** - A guiding statement is made about the condition and direction the design should take.

Schematic Design will include development of the preferred design concept. The products will be site plans, floor plans, elevations and building sections defining the basics of the building structural, mechanical and electrical systems. These drawings will be used to further refine the construction budget and project financial analysis. Perspective sketches and 3D models may be provided to help explain the design. During and after the Schematic Design phase, SMPC and its consulting engineers will engage with the numerous entities having impact to the design and construction of the Air Cargo Facility:

Federal Aviation Administration: The aviation division of our civil engineer, BHI, will coordinate with the FAA to assure all required impact studies and notification are submitted timely to assure compliance with FAA regulations and acquire early approvals. These notifications typically occur immediately after Schematic Design.

Public Works: Our engineering consultants will engage with utility providers to ascertain availability of wet utilities including water and sewer (ABCWUA), dry utilities including natural gas (Gas Co. of NM), electrical power (PNM), and phone/data. Discussions concerning utility extensions will be initiated as needed to assure and confirm timelines for utility extensions.

Traffic Study: Due to the expected increase in large truck traffic to the Air Cargo Facility and the impact that it may have on existing roadways and traffic circulation, civil engineering consultant Bohannan Huston Inc. will coordinate with the Transportation Development Section of the CABQ Planning Department to determine the need for a traffic study. The results of the traffic study will determine the requirements for roadway modifications to the site and traffic signal needs.

Authorities Having Jurisdiction: SMPC will engage COA's Building Safety Department and Fire Marshal's office to inform these authorities of the scope of the project and to obtain their perspective of design issues that may hamper the future permitting of the project. Keeping these offices abreast of the project's progression will be critical to assure minimal review time during the permitting process.

Planning Department: The current Sustainable Airport Masterplan (SAMP) has been reviewed and approved by both the CABQ Planning Department and the ABQ City Council. The expectation is the new Air Cargo Facility will be developed in compliance with the current SAMP. However, SMPC will coordinate with the CABQ Planning Department as needed to assure development compliance with the SAMP and the Albuquerque and Bernalillo Integrated Development Ordinance.

Concurrent Projects: Understanding that the Air Cargo facility will be supported by an aircraft apron expansion, SMPC will coordinate design efforts with the apron expansion design and construction teams. Once Schematic Design is settled, and all impacts to design are considered, we will host a validation meeting with all stakeholders and design team members to review and confirm design direction and discuss potential pitfalls and corrections required to meet the design schedule.

Phase 2 - Final Design:

Phase 2, encompassing Design Development, Construction Documents, Permitting, Bidding/Negotiation and Construction Administration services, is the execution of the final design based on the scope identified in Phase 1. They are subject to the limitations of available funding and the Aviation Department's priorities affirmed after Phase 1 services. In consultation with the Aviation Department, SMPC will determine the services required and then develop a work plan. The schedule for delivery of Phase 2 services will be developed which incorporates the design resources necessary for proper execution of the work required.

Design Development: The SMPC design team defines all site and building systems. The engineering design progresses to 50% for most systems.

An outline specification is written for all products that are to be incorporated into the building. Preliminary finish schedules are developed for all spaces. site plans, floor plans, reflected ceiling plans, interior and exterior elevations, wall sections and details are developed for all the systems: civil, architectural, structural, mechanical, electrical. The drawings and specifications are the basis for further refinement of the cost estimate.

During the Design Development phase, continued input from all stakeholders is expected to assure compliance with the facility material handling requirements. One critical aspect to be considered involves the potential need to accommodate specialized cargo sorting /cargo moving equipment that may be required by the tenant and the impact that those systems have on the building shell. Impacts to floor loading, superstructure loading, electrical, and HVAC systems will be considered and coordinated with the specialized equipment provided by the tenant.

At the completion of the Design Development phase, SMPC will host a Design Development review meeting with all stakeholders to review design progress and confirm direction prior to moving into Construction Documents. Additionally, a separate review meeting will be coordinated with the Authorities Having Jurisdiction to assure our path to code compliance.

Construction Documents: The focus during the construction documents phase is on coordination and on cost, schedule, and quality control. Coordination between the drawings and specifications and among the different engineering disciplines is enhanced by SMPC's use of Revit, MS Word and our development of customized software using the CONDOC system for note and specification coordination. Special review sessions will be conducted by SMPC to gather and incorporate comments from the stake holders when appropriate. Project cost control as established in previous programming decisions is carried out and enhanced by proper detailing and material selection. Scheduling is carefully tracked, and deviations or anticipated problems are immediately resolved.

At the 90% Construction Documents phase, once again, SMPC will host a stakeholder review meeting to assure compliance with the design direction.An option for consideration by the Aviation Department to compress the construction schedule includes the release of specific building "packages" that may be assigned to On Call contractors or released as separate bid packages. Packages may include utility extensions, rough grading, foundations, and superstructure / building envelope, interior tenant improvements, and client equipment. Typically, these packages would be an early focus within the Construction Documents phase of design. To acquire a time savings, these packages would require accelerated contracts by the City of Albuquerque.

Permitting: Once the construction documents for the Air Cargo Expansion Facility are complete, the projects will be immediately submitted by SMPC for code enforcement review and construction permitting. Considering time, we propose using the CABQ Building and Safety's FasTrax permitting process which decreases the plan review process time. The drawings revisions will be issued incorporating any changes made during the permitting process. SMPC will have received preliminary review comments from the building department utilizing the design development drawings so there should be no surprises.

Bidding/Negotiation: During the bidding period, the SMPC design team will work closely with the contractor/bidders to interpret the documents and reviewing and advising the owner and contractors regarding the bids (and bidders).

Construction Administration: The SMPC team represents the Aviation Department's interests during the construction of the project. Prior to project commencement, SMPC will conduct a pre-construction conference to review project issues unique to the landside and secured airside environments. The SMPC team is actively involved throughout the construction administration phase monitoring progress, attending regularly scheduled meetings on-site, and conducting observations of the work.

As an option to speed construction, SMPC is prepared to provide continuous on-site construction observation (Clerk of the Works). The Clerk of the Works observer is tasked with assuring quality of both materials and workmanship in conformance with the design drawings. Additionally, Field Directives are used as necessary to resolve conflicts and avoid issuances of contractor Requests for Information and the delay in construction that often accompanies them.

The design team will review all submittals for materials to be incorporated into the construction. SMPC will verify all pay applications. All changes will be routed through SMPC and approved by all parties. SMPC scrutinizes all contractor change order proposals and challenges their costs regularly to ensure payments for the work are fair and reasonable.

At substantial completion, a punch list will be prepared, as well as all closeout paperwork. As-built conditions will be documented and will be a prerequisite of final payment. Operating and maintenance manuals will be provided for all building finishes and equipment and training sessions for the concessionaires and maintenance staff will be held. Record drawings will be prepared and submitted to the Aviation Department, City Public Works and the TSA where appropriate for their archives. SMPC will remain involved to resolve any issues during the warranty period and schedule a formal follow-up inspection within the first year.

3. Describe specialized problem solving required in any phase of the project.

Confidentiality: SMPC Architects and their team members respect the trust placed in us and confidentiality requirements needing to be in place for certain clients. SMPC has provided agreements with U.S. Customs and Border Protection, Transportation Security Administration, the New Mexico Spaceport Authority, Sandia national Labs, Los Alamos National Labs, as well as private sector clients. Sharing of information, and close and continuous coordination, will be required with any confidential clients and their material handling vendors to create a successful outcome. SMPC will strictly control disbursement of all confidential information.

Accelerated Design Process: SMPC Architects and each of their team members have been key players on many accelerated design projects with successful outcomes. In recent years, they include 5 laboratory/office buildings for Sandia National Labs, the renovation for NBC Universal Studios, and projects for several other confidential clients. Without a construction management presence, the SMPC team can provide pre-construction scheduling services to include a work sequencing analysis with input from City agencies, confidential clients and their material handling vendors, to examine several scheduling scenarios to identify the shortest critical path. Should the Aviation Department elect to do so, the SMPC team is also willing and able to issue portions of the project as separate design packages for bidding and construction to compress the construction period. They might include site preparation (grading and fill), utility extensions, roadway and signalized intersection, the AOA security fencing and gates, and possibly the building foundation package which was done for the Sunport III Hangar project.

SMPC team members will be concluding their construction phase services on several of these projects later this year. Due to a workload reduction (COVID-19), SMPC and their team members are positioned to make the appropriate staff and time commitment to meet a tighter design schedule.

Coordination of Initiatives: SMPC expects to coordinate the Air Cargo Facility with the Sustainable Airport Master Plan, work performed by the Aviation Department's own forces and other on-going projects, including the pending Ramp/Apron project. At the Lea County Regional Airport Terminal Expansion currently under construction, SMPC worked with the County and two contractors to construct the apron (hardstand) abutting the terminal addition. SMPC also assisted the County with coordination of their parking lot expansion located north of the terminal with a third contractor and the Hobbs water and sewer extensions to the site during construction.

Life Safety concerns will play a large role in any project to maintain a safe environment for tenants and staff, whether during or after business hours. SMPC provides specialists in building code and fire protection issues, including the Life Safety Code, International Building Code, Uniform Federal Accessibility Standards, the Americans with Disabilities Act, and the International Fire Code. SMPC understands the Aviation Departments' preference to scale and proportion facilities to avoid sprinkler systems in favor of other life safety protectives.

Special Policies: SMPC is mindful of the special policies the Aviation Department has in place, especially regarding security. This includes the Aviation Police as well as the Transportation Security Administration. The team will assist the Aviation Department with development of construction procedures and protocols tailored to the Air Cargo Expansion. These may include access and egress staging, special work hours, as well as scheduling utility shut off periods and cut-over's. This would include detailed scheduling and communication procedures to enable the Aviation Department to provide advanced notice to those affected and alternate construction means or methods to minimize disruptions.

Federal Aviation Administration: On the airfield side as well as the landside side, the SMPC team has worked with the FAA on past projects and is familiar with their guidelines, publications for design, and construction standards. The SMPC team plans to involve the FAA Albuquerque Airports District Office on each project as appropriate from inception through completion. Bohannan Huston will be the team's resource, providing in-house staff and a network of personnel with real world experience ensuring compliance with FAA Federal Aviation Regulations Parts 107, 108 and 139.

Sustainable Design Process: SMPC is dedicated to responsible stewardship of our natural resources and encourages the same of our clients for their projects. SMPC promotes a whole-systems integrated design approach with collaborative, interactive and multidisciplinary teamwork. As members of the U.S Green Building Council, **SMPC has used the LEED requirements format to offer clients the opportunity for energy efficient designs on most projects over the past 16-years.** Architectural, mechanical and electrical engineering decisions will be evaluated and based on these types of sound sustainable design principles.

Quality Control Methods SMPC's 10-Touchpoints for successful outcomes

1. Principal oversight of each project.
2. Ongoing professional development.
3. Lessons learned quality improvement evaluation.
4. Accurate details in documents and records.
5. Standardized work processes.
6. Collaborative design and design verification.
7. Identify and coordination consultant services & procurement.
8. Field observation and coordinated construction services.
9. Ongoing project manager assessment of budget and schedule.
10. Independent assessment of project goals by a quality assurance manager.

1. Describe cost control and cost estimating techniques to be used for this project

A. Cost Control of Design Services

SMPC manages each project to the agreed upon fees by developing project preliminary budgets for each phase of design during contract negotiations and tracking actual versus budgeted costs as projects progress. Schedules and assignments are reviewed weekly with all project staff to track actual project progress. SMPC's project management software (Deltek Vision) tracks hours weekly which facilitates objective comparisons between actual and budgeted costs, allowing adjustments to staffing to be made as appropriate.

B. Cost Control of Construction Cost

Formal estimates (statements of probable construction cost) for SMPC projects are generated periodically during the design process, typically as part of the deliverables for programming, schematic design, design development, and construction document phases. The BIM software utilized allows development of quantity surveys for materials and systems so that when the model is altered, the quantities are updated. The choice of building materials and systems, and equipment selection are considered with the project budget In mind. SMPC will confer pricing from our cost consultant, local general contractors, specialty contractors, confidential distribution clients and their material handling vendors on a regular basis to evaluate design options.

SMPC's projects are designed to be within budget. Estimates include a 5% to 10% contingency giving the client a cushion to accommodate market fluctuations during the bid period and changes to the project during construction due to unforeseen conditions or added project scope.

When a budget conflict occurs, the design team works directly with their client to determine scope or cost reductions to bring the project back within budget.

SMPC's success on aviation projects over the past 20 years is due in part by developing preliminary estimates as a tool to define the true project scope for the final design effort.

C. Cost Estimating Techniques

Balis & Company, SMPC's estimating consultant, performs quantity surveys to ensure that the entire project scope has been accounted for which are checked by designers and engineering consultants for completeness. Balis & Company maintains a database of local construction costs, including past SMPC projects at the Sunport and Double Eagle II Airport, which are adjusted for such factors such as locale, site access and security considerations, and other restrictions which affect costs. Balis & Company tracks major jobs bidding daily to identify trends in labor and material costs. They obtain quotes from subcontractors and suppliers on all basic materials and special items for each project. The consultant team will also provide cost estimate assistance for their portions of the design.

Quality Assurance includes checking of estimate quantities versus control quantities for each specification division, phasing/site/time/security restrictions, quantity and scale of alternates, cost of general conditions, market inflation rate, unit prices, and document and specification coordination.

Quality Control Techniques involve management of cost growth between project phases by judicious use of contingencies and "design reserve", checking between the disciplines for conflicts and omissions, application of "Contractor Thinking", frequent communication with the A/E team to ensure complete and accurate understanding of the design, and review of final draft with A/E team emphasizing: **1) Coordination among the disciplines; 2) Contractibility and constructability; 3) The market conditions expected to prevail when the project bids.**

2. Comparisons of bid award to final cost estimate for projects designed in the past 2 years

The cost differential for each example reflects SMPC's intention to design within a client's budget accounting for some unknown conditions and minor changes during construction.

Project Name	Month/ Year of Bid	Number of Bids	Final Cost Estimate	Bid Award Amount
ABCWUA Customer Service and Operations Center	4/2019	4	$20,347,051.00	$18,263,000.00
Private Hangars (2) Santa Fe Airport D/B	7/2018	1	$7,600,000.00	$7,600,000.00
Double Eagle II Hangar for NM Dept of Public Safety	5/2018	6	$2,796,930.00	$2,750,667.00
AIS Terminal Improvement Project	12/2016	5	$32,569,856.00	$29,882,721.00

FORMS

SMPCArchitects

City of Albuquerque Capital Implementation Program

Agreement and Insurance Certification

We have reviewed the standard agreement for Engineering orArchitectural or Landscape Architectural Services that are required for the project listed below, and hereby certify that we will, if selected for the project, enter into this standard agreement for this project and meet all insurance requirements listed therein.

This Certification is intended for the use of the City of Albuquerque only, in conjunction with the award of the Engineering or Architectural or Landscape Architectural Services Agreement for Project:

Project Name Architectural Consultants for AIS Air Cargo Expansion

Project Number 6439.92

Date July 23, 2020 Firm Name SMPC Architects

Signature _____

Title Principal, SMPC Architects

STATE OF NEW MEXICO)

) ss

COUNTY OF BERNALILLO)

The above Certification was subscribed before me, the undersigned authority, by:

Hayley A. Johnson

who swore upon oath that this Certification was signed of free act and deed, on this

23rd day of July , 20 20

Hayley A. Johnson

(Notary Public)

My commision expires: 2/19/2021

Official Seal
HAYLEY A JOHNSON
Notary Public
State of New Mexico
My Comm. Expires 2/19/21

SMPCPA0-01 EHUGHES

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 7/21/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: RJ Dean & Associates	
Professional Liability Insurers, Inc. 6101 Moon Street Suite 1000 Albuquerque, NM 87111	PHONE (A/C, No, Ext): (505) 822-8114	FAX (A/C, No): (505) 822-0341
	E-MAIL ADDRESS: ehughes@cressinsurance.com	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Travelers P&C of America	25674
INSURED	INSURER B : Travelers Cas & Surety Co	19038
SMPC, P A 219 Central Ave NW Ste 800 Albuquerque, NM 87102	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 1,000,000
	[ ] CLAIMS-MADE [X] OCCUR			6802J612555	7/1/2020	7/1/2021	DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 1,000,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	[ ] POLICY [X] PRO-JECT [ ] LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	[ ] OTHER:							$
A	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	X ANY AUTO			BA4C966379	7/1/2020	7/1/2021	BODILY INJURY (Per person)	$
	[ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	[ ] HIRED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB [X] OCCUR						EACH OCCURRENCE	$ 4,000,000
	EXCESS LIAB [ ] CLAIMS-MADE			CUP6C928647	7/1/2020	7/1/2021	AGGREGATE	$ 4,000,000
	DED [X] RETENTION $ 10,000							$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						X PER STATUTE [ ] OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ] N/A (Mandatory in NH)			UB7K011954	7/1/2020	7/1/2021	E.L. EACH ACCIDENT	$ 500,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 500,000
							E.L. DISEASE - POLICY LIMIT	$ 500,000
B	Professional Liab			105633090	7/1/2020	7/1/2021	Each Claim	1,000,000
B	Professional Liab			105633090	7/1/2020	7/1/2021	Aggregate	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Architectural Consultants for AIS Air Cargo Expansion. Project No: 6439.92

CERTIFICATE HOLDER

City of Albuquerque
PO Box 1293
Albuquerque, NM 87103

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
James Lyons

Pay Equity Reporting Form PE10-249

Company name:	SMPC, P.A.
Mailing address line 1:	219 Central Ave NW, Suite 800
Mailing address line 2:	0
City, state, zip code:	Albuquerque, NM 87102
Phone:	505-255-8668
E-mail address:	r.bell@smpcarchitects.com
FEIN number:	85-0285447
EAN number:	16265
SHARE vendor number	0
Reporting calendar year:	2019

Job Category	No. Females	No. Males	Gap (Absolute %)
1 - Officers and Managers	3	4	1.60%
2 - Professionals	6	12	26.07%
3 - Technicians	2	2	18.92%
4 - Sales Workers	0	0	N/A
5 - Office and Admin. Support	3	0	N/A
6 - Craft Workers (Skilled)	0	0	N/A
7 - Operatives (Semi-Skilled)	0	0	N/A
8 - Laborers (Unskilled)	0	0	N/A
9 - Service Workers	0	0	N/A

Total # Job Categories With No Employees	5
Total # Female Only Job Categories	1
Total # Male Only Job Categories	0
Total # Females (all categories)	14
Total # Full Time Females	9
Total # Part Time Females	5
Total # Males (all categories)	18
Total # Full Time Males	15
Total # Part Time Males	3
Total # Employees	32
Female % Workforce	43.75%
Male % Workforce	56.25%
Calculated Weighted Average	**19.18%**

Submit only this worksheet

Document must be signed by the principal executive of the company:

ITB #:_____RFP#_ _____ 6439.92 _____PO#_____

Vincent E. Payne
Name and title, printed

Signature

July 23,2020
Date

Thank you for considering

SMPCArchitects

for the Air Cargo Expansion Project

Visit us on the web:

www.smpcarchitects.com

got questions?

v.payne@smpcarchitects.com