REQUEST FOR QUALIFICATIONS

L1408-S1, RUNWAY INCURSION MITIGATION

STUDY AND COMPREHENSIVE AIRFIELD GEOMETRY ANALYSIS,

LOGAN INTERNATIONAL AIRPORT, EAST BOSTON, MA
L.G. HANSCOM FIELD, BEDFORD, MA
WORCESTER REGIONAL AIRPORT, WORCESTER, MA

SUPPLEMENTAL INFORMATION PACKAGE
LEGAL NOTICE
REQUEST FOR QUALIFICATIONS

The MASSACHUSETTS PORT AUTHORITY (the “Authority”) is soliciting consulting services for MPA CONTRACT NO. L1408-S1, RUNWAY INCURSION MITIGATION STUDY AND COMPREHENSIVE AIRFIELD GEOMETRY ANALYSIS, MASSPORT AVIATION FACILITIES, BOSTON, BEDFORD AND WORCESTER, MA. The Authority is seeking qualified multidisciplinary consulting firm or team (the “Consultant”), with proven experience to provide professional services including airfield design, demand/capacity analysis, aeronautical survey, airfield simulation, and related analytical services for a runway incursion mitigation and design standards analysis at Boston-Logan International Airport, L.G. Hanscom Field, and Worcester Regional Airport. The Consultant must be able to work closely with the Authority and the Federal Aviation Administration (FAA) in order to provide such services in a timely and effective manner.

The contract will be work order based, and Consultant’s fee for each work order shall be negotiated; however, the total fee for the contract shall not exceed $2,000,000.

A Supplemental Information Package will be available, on Wednesday, January 6, 2016, on the Capital Bid Opportunities webpage of Massport http://www.massport.com/doing-business/ layouts/CapitalPrograms/default.aspx as an attachment to the original Legal Notice, and on COMMBUYS (www.commbuys.com) in the listings for this project. If you have problems finding it, please contact Shailesh Gongal, Aviation Planning Unit, Strategic and Business Planning Department at SGongal@Massport.com.

The Supplemental Information Package will provide detailed information about Scope of Work, Selection Criteria and Submission Requirements.

In recognition of the unique nature of the project and the services required to support it, the Authority has scheduled a Consultant Briefing to be held at 12 noon on Tuesday, January 12, 2016 at the Human Resources Conference Room, 1st Floor, Logan Office Center, One Harborside Drive, East Boston, Massachusetts 02128. At this session, an overview of the project will be provided, the services requested by the Authority will be described, and questions will be answered.

By responding to this solicitation, consultants agree to accept the terms and conditions of Massport’s standard work order agreement, a copy of the Authority’s standard agreement can be found on the Authority’s web page at www.massport.com. The Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

This submission, including the litigation and legal proceedings history in a separate sealed envelope as required shall be addressed to Betty Desrosiers, Director of Strategic and Business Planning and received no later than 12 noon on Tuesday, February 9, 2016, at the Massachusetts Port Authority, Logan Office Center, One Harborside Drive, Suite 209S, Logan International Airport, East Boston, MA 02128-2909. Any submission which is not received in a timely manner shall be rejected by the Authority as non-responsive. Any information provided to the Authority in any Proposal or other written or oral communication between the Proposer and the Authority will not be, or deemed to have been, proprietary or confidential, although the Authority will use reasonable efforts not to disclose such information to persons who are not employees or consultants retained by the Authority except as may be required by M.G.L. c.66.

MASSACHUSETTS PORT AUTHORITY
THOMAS P. GLYNN
CEO AND EXECUTIVE DIRECTOR
Scope of Work:

Overview:

The FAA has identified airfield geometry as a primary contributing factor for runway incursions. After analyzing more than six years of national runway incursion data between 2007 and 2013, the FAA has developed an inventory of locations at airports where risk factors might contribute to a runway incursion. To address these existing issues, the FAA has initiated a new comprehensive multi-year Runway Incursion Management (RIM) program to identify, prioritize, and develop strategies to help airport sponsors mitigate risk at these locations.

Boston-Logan International Airport (BOS) is amongst those airports where three or more peak annual runway incursions have occurred in a given year or more than six runway incursions cumulative have occurred during this period between 2007 and 2013. Therefore, both the FAA and Massport have mutually agreed to conduct a runway incursion mitigation study and comprehensive airfield geometry analysis (the “Study”) to address the findings of the study and also address other key operational issues that the Airport is facing with respect to airfield geometry. Concurrently, the Consultant will be expected to study any airfield geometry issues that might lead to runway incursions at Hanscom Field (BED) and Worcester Regional Airport (ORH).

AC 150/5300-13A provides guidance on recommended airfield geometry to enhance safety by avoiding runway incursions such as keeping taxiways simple, using the “three-node” concepts, avoiding wide expanses of pavement, limiting runway crossings, avoiding high energy crossings, avoiding dual purposes pavements creating indirect access from apron to runway among others.

Consultant Qualifications:

The Consultant shall have demonstrated expertise and experience in aviation planning, airfield design standards, air traffic operations/planning, high fidelity airfield simulation to optimize safety and efficiency of airfield operations and other engineering disciplines including but not limited to civil, environmental, electrical, construction phasing, cost estimating, and resiliency. The scope of work shall include identification of all non-standard airfield geometric issues and other design standard deficiencies; identification of runway incursion issues; development of objectives/priorities for mitigating runway incursions and formulating potential alternatives and mitigation strategies; modeling analysis of alternatives; conduct Safety Risk Assessment of runway incursion mitigation alternatives; preparation of preliminary engineering/cost estimates for various mitigation alternatives; and ALP updates (AGIS/eALP)/amendment and related NEPA documentations. The study is also anticipated to address the Airport’s key operational challenges including but not limited to safe and efficient location of deicing pads, operation of Group VI aircraft on a regular schedule basis including evaluation of taxiway system based on different forecast scenarios.

The Consultant shall have an extensive working knowledge of the Federal Aviation Administration (FAA) rules and regulations; Orders, ACS and SOPs related to airfield design.
The three airport studies are anticipated to begin in Spring/Summer 2016 and take approximately two years to complete. The contract will be work order based, and Consultant’s fee for each work order shall be negotiated; however, the total fee for the contract shall not exceed $2,000,000. One or more of these studies may be funded by a planning grant from the FAA.

In recognition of the unique nature of the project and the services required to support it, the Authority has scheduled a Consultant Briefing to be held at 12 noon on Tuesday, January 12, 2016 at the Human Resources Conference Room, 1st Floor, Logan Office Center, One Harborside Drive, East Boston, Massachusetts 02128. At this session, an overview of the project will be provided, the services requested by the Authority will be described, and questions will be answered.

Each submission shall include a Statement of Qualifications that provides detailed information in response to the evaluation criteria set forth below and include Architect/Engineer & Related Services questionnaires SF 330 (www.gsa.gov/portal/forms/download/116486) with the appropriate number of Part IIIs. DBE Certification of the prime and subconsultants shall be current at the time of submittal and the Consultant shall provide a copy of the DBE certification letter from the Supplier Diversity Office, formerly known as State Office of Minority and Women Business Assistance (SOMWBA) within its submittal. The Consultant shall also provide an (1) original and nine (9) copies of litigation and legal proceedings information, signed under the pains and penalties of perjury, in a separate sealed envelope entitled “Litigation and Legal Proceedings”. See http://www.massport.com/business-with-massport/capital-improvements/resource-center for more details on litigation and legal proceedings history submittal requirements.

The Authority may reject any application if any of the required information is not provided: Cover Letter, Insurance Requirements, Litigation and Legal proceedings, and SF330 Part IIIs for the Prime and every sub-consultant. The above-mentioned information shall be highlighted in the Cover Letter.

Selection Criteria:

The submission shall be evaluated on basis of:

1) project understanding,
2) technical approach to this project,
3) current level of experience and knowledge of the team for similar projects, particularly the Project Manager,
4) experience and expertise of subconsultants,
5) cost management and scheduling capabilities,
6) DBE and affirmative action efforts, please indicate the proposed % of DBE participation,
7) geographic location and availability of the Project Manager and other key personnel to be assigned to the project, and
8) Knowledge of FAA standards and Policies

The selection may involve a two-step process including the shortlisting of a minimum of three firms based on an evaluation of the Statements of Qualifications received in response to this
solicitation, followed immediately by a final selection of the consultant(s) by the Authority. The Authority reserves the right to interview the shortlisted firms prior to final selection, if deemed necessary.

By responding to this solicitation, consultants agree to accept the terms and conditions of Massport’s standard work order agreement, a copy of the Authority’s standard agreement can be found on the Authority’s web page at www.massport.com. The exception to this standard agreement is the insurance requirement of $10,000,000 of commercial general liability. The Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

Submissions shall be printed on both sides of the sheet (8 1/2" x 11"), no acetate covers. An (1) original and nine (9) copies of a bound document and one PDF version on a disc each limited to:

1) an SF 330 including the appropriate number of Part IIs,
2) resumes of key individuals only each limited to one (1) page under SF 330, Section E,
3) no more than ten (10) projects each limited to one (1) page under SF 330, Section F,
4) no more than 3 sheets (6 pages) of information contained under SF 330 Section H addressing the evaluation items (except for the litigation and legal proceedings history), and
5) no more than 2 sheets (4 pages) of other relevant material not including a 2 page (max.) cover letter, SDO certification letters, covers, dividers, and other required information.

This submission, including the litigation and legal proceedings history in a separate sealed envelope as required shall be addressed to Betty Desrosiers, Director of Strategic and Business Planning and received no later than 12:00 Noon on Tuesday, February 9, 2016, at the Massachusetts Port Authority, Logan Office Center, One Harborside Drive, Suite 209S, Logan International Airport, East Boston, MA 02128-2909. Any submission which is not received in a timely manner shall be rejected by the Authority as non-responsive. Any information provided to the Authority in any Proposal or other written or oral communication between the Proposer and the Authority will not be, or deemed to have been, proprietary or confidential, although the Authority will use reasonable efforts not to disclose such information to persons who are not employees or consultants retained by the Authority except as may be required by M.G.L. c.66.

The procurement process for these services will proceed according to the following anticipated schedule:

<table>
<thead>
<tr>
<th>EVENT</th>
<th>DATE/TIME</th>
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<tbody>
<tr>
<td>Solicitation: Release Date</td>
<td>1/6/16</td>
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<tr>
<td>Consultant Briefing:</td>
<td>1/12/16 (12 PM, noon)</td>
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<tr>
<td>Deadline for submission of written questions</td>
<td>1/20/16 (12 PM, noon)</td>
</tr>
<tr>
<td>Official answers published (Estimated)</td>
<td>1/27/16</td>
</tr>
<tr>
<td>Solicitation: Close Date / Submission Deadline</td>
<td>2/9/16 (12 PM, noon)</td>
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It is expected that the FAA discretionary funding will be available for the Study and the goal is to meet the FAA Grant Application Deadline of May 2, 2016.

Times are Eastern Standard Time (US).

Questions may be sent via email to CPBidQuestions@massport.com subject to the deadline for receipt stated in the timetable above. *In the subject lines of your email, please reference the MPA Project Name and Number.* Questions and their responses will be posted on Capital Bid Opportunities webpage of Massport [http://www.massport.com/doing-business/layouts/CapitalPrograms/default.aspx](http://www.massport.com/doing-business/layouts/CapitalPrograms/default.aspx) as an attachment to the original Legal Notice and on COMMBUYS ([www.commbuys.com](http://www.commbuys.com)) in the listings for this project.

**MASSACHUSETTS PORT AUTHORITY**
**THOMAS P. GLYNN**
**CEO AND EXECUTIVE DIRECTOR**