REQUEST FOR QUALIFICATIONS

M495,

REFRIGERATED CONTAINER STORAGE

IMPROVEMENTS, CONLEY TERMINAL, 940

EAST FIRST STREET, SOUTH, BOSTON,

MASSACHUSETTS

SUPPLEMENTAL INFORMATION PACKAGE
LEGAL NOTICE
REQUEST FOR QUALIFICATIONS

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for M495, REFRIGERATED CONTAINER STORAGE IMPROVEMENTS, CONLEY TERMINAL, 940 EAST FIRST STREET, SOUTH, BOSTON, MASSACHUSETTS. The Authority is seeking qualified multidiscipline consulting firms/teams, with proven experience to provide professional services including planning, design, and construction related services, including resident inspection, relative to refrigerated container (Reefer) storage rack design and pavement design. The Consultant must be able to work closely with the Authority and other interested parties 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 $1,000,000 (One Million).

A Supplemental Information Package will be available, on Wednesday, February 24, 2016, on the 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) in the listings for this project. If you have problems finding it, please contact Susan Brace at Capital Programs SBrace@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 10:00 AM on Thursday, March 3, 2016 at the Capital Programs Department, Suite 209S, 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 Houssam H. Sleiman, PE, CCM, Director of Capital Programs and Environmental Affairs and received no later than 12:00 Noon on Thursday, March 24, 2016 at the Massachusetts Port Authority, Logan Office Center, One Harborside Drive, Suite 209S, Logan International Airport, East Boston, MA 02128-2909. 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
Background

The Port of Boston’s Paul W. Conley Terminal (Conley Terminal) is owned and operated by the Massachusetts’ Port Authority (Massport). Conley Terminal is the only full-service container terminal in New England. Conley Terminal serves six (6) of the world’s top 10 container lines (MSC, COSCO, Hanjin, Evergreen, Maersk and Hapag Lloyd) and handles nearly 1.5 million metric tons of cargo each year. Key containerized cargos include: Seafood, Beer/Wine, Footwear, Apparel, Furniture, Waste paper, and Scrap metal. Of the approximately 100 acres encompassed by Conley Terminal, approximately 60 acres are currently used for containerized cargo operations. An additional approximately 40 acres are set aside for facilities, equipment repair and storage, Customs & Border Patrol, and roadways. Conley Terminal features 1,950 ft. of continuous berth (berths 11-12). Located in South Boston, Conley Terminal moves New England’s goods to market with speed and efficiency, ensuring that the region’s 14 million consumers have the products they need, when they need them. Ongoing investments in equipment, dock improvements and a more than $310 million investment in dredging will ensure that Conley Terminal remains competitive in the future.

One of the major infrastructure investments by Massport is the current Conley Terminal Dedicated Freight Corridor and Buffer Open Space project (CTDFC). Completion of the CTDFC will enable expansion of Conley Terminal onto the former Coastal Oil property.

Conley Dedicated Freight Corridor and Buffer Open Space Project

In anticipation of projected growth in container operations at Conley Terminal, Massport is currently constructing a series of facility and operational improvements as part of $37.5 million CTDFC project. The project had been in the planning phases for many years and represents a successful collaboration between Massport, local elected officials, several state agencies and the South Boston community. With this significant investment Massport will be able to grow and modernize Conley Terminal to remain competitive and better serve the Boston and New England economies, as well as to make major and immediate improvements to address the impacts of container operations on area residents.

The project includes three key components:

1) Integration of the former 35 acre Coastal Oil site into Conley Terminal to enable the Port of Boston to respond to future global shipping demand;
2) Construction a new 2/3-mile dedicated truck haul road (Dedicated Freight Corridor) that will allow Massport to remove all container truck traffic from East First Street and portions of Summer Street; and
3) Construction of a new 4.5-acre community open space to be built and maintained by Massport. The Buffer Open Space will serve as a significant noise and visual buffer for the adjacent residents and create a significant new amenity for the neighborhood.

Massport filed an Environmental Notification Form (ENF) on May 15, 2013 with the MEPA Office (Massachusetts Environmental Policy Act) within the Massachusetts Executive Office of Energy and Environmental Affairs (EEA) office seeking to permit all three of the above key project components under a single ENF filing, with the freight corridor and buffer space generally being considered to be mitigation for the build-out and use of the former Coastal Oil
property. A MEPA certificate from EEA office was issued on July 12, 2013 which permitted the project.

Initial build of the CTDFC will tie into existing in-bound and out-bound container processing facilities; long-term, these structures may be reorganized within the Conley footprint to further improve terminal operational efficiency. Overall, the improvements being permitted will enable throughput capacity at Conley Terminal approaching 500,000 TEUs (twenty-foot equivalent units) per year.

The CTDFC project began construction in early June 2014. It is anticipated the project will last approximately 3 years with completion in the summer of 2017.

*Landside Improvements for former Coastal Oil property*

- The CTDFC Project will permit the expansion of container storage onto the former Coastal Oil property in an east-west alignment consistent with the layout of container handling operations on Conley today.
- Planned improvements on the former Coastal Oil property will include option to store both full and empty boxes, and possible reefer storage, in stacks served by rubber-tire gantries. These improvements have the potential to expanded grounded container storage from approximately 3,854 TEUs (twenty-foot equivalent units) to approximately 6,500 TEUs.
- CTDFC will pass along the southern edge of the former Coastal Oil property, just north of the buffer, thus maximizing usable terminal footprint.
- Expanded terminal security perimeter will include the entire former Coastal Oil property, including the creation of security checkpoint at the western end of the facility.
Scope Of Work - Massport Project M495, Refrigerated Container Storage Improvements Project

The Authority is seeking qualified multidiscipline consulting firms/teams, with proven experience to provide professional services including planning, design, and construction related services, including resident inspection, relative to refrigerated container (Reefer) storage rack design and pavement design for empty container storage. The Consultant must be able to work closely with the Authority and other interested parties in order to provide such services in a timely and effective manner.

The consultant shall demonstrate experience in several disciplines and including but not limited to Container Port Design, Reefer rack design, structural design, pavement design, land surveying, geotechnical design, civil and utility design, cost estimating, construction phasing, electrical design and related environmental consulting services associated with construction debris and soil management.

The scope of work shall include, but not be limited to the following: Design and construction of Reefer storage rack systems. Reefer racks would be open steel-framed structures that bear on concrete pad foundations. Work will also include construction of new pavement system on Massport’s Coastal Oil property to store containers. The handling of the containers at the new area would be done using both the Terminal’s existing reach stackers and rubber-tired gantry equipment. Construction will impact Conley operations and it is essential that the work be designed and constructed in such a manner that disruptions to port operations are minimized. Construction will need to be coordinated and phased to minimize impacts to Conley operations.

With the permitted expansion of container operations onto the former Coastal Oil property and the CTDFC project well underway, Massport wishes to begin planning to improve future operational efficiency of its container operation at Conley Terminal. One of the first priorities will be relocating the refrigerated container (Reefers) storage area. Currently the reefer storage area at Conley Terminal is located at the east end of the Terminal, directly behind berths 17 and 18. Deterioration of the wharf in this area has compromised its deck capacity, and will soon limit the Terminal’s ability to continue using this area for reefer storage.

In 2014 Massport hired HDR, Inc. (HDR) to perform a study to evaluate conceptual alternatives to relocate the reefer storage area from the deteriorated wharfs to an interim location. HDR performed a high-level assessment, taking into account terminal operational requirements such as round trip time from the vessel to the storage area, outside and terminal trucker interactions, and other operational constraints and capital costs required in implementing each alternative.
The following alternatives were evaluated by HDR as part of its conceptual study:

- Alternative 1: Move reefer storage to one of the current empty container stacks, and relocate the displaced empty containers to the former Coastal Oil site.
- Alternative 2: Move reefer storage to powered racks at the former Coastal Oil site (RTG Operation).
- Alternative 3: Move reefer storage to powered racks at the former Coastal Oil site (Reach Stacker/Top Lift operation).
- Alternative 4: Move reefer storage to wheeled/grounded storage at the former Coastal Oil site.

A presentation to Massport by HDR of the four alternatives listed above resulted in alternative 1 selected by Conley Terminal Operations staff as the preferred alternative. See Figures 1 and 2 below from the HDR Study with respect to Alternative 1.

Through the M495, Refrigerated Container Storage Improvements Project Massport seeks to advance the Alternate 1 concept, from the HDR Study, to a detailed design. The M495 project will ultimately will result in construction bid documents.

As part of the M495 Supplemental Information Package, Massport is providing HDR’s March 28, 2014 Draft Reefer Relocation Study (Appendix B). In addition please find the Electronic Research Institute (EPRI) Technical Analysis on Electric Refrigerated Container Racks from December 10, 2010 which is referenced in HDR’s Reefer Relocation Study (Appendix A).

Massport is in the process of seeking federal funds for this project.
Figure 1 from HDR March 28, 2014 Study; “Proposed Alternatives Plan.”

Figure 2 from HDR March 28, 2014 Study; “Alternative 1 – Reefer Racks on Terminal with Empty Storage on Former Coastal Oil Site.”
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 10:00 AM on Thursday, March 3, 2016** at the HR Training 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.

**Evaluation Criteria:**
The submission shall be evaluated on basis of:

1. current level of experience and knowledge of the team for similar projects, particularly the Project Manager. In particular managerial and communication skills of the Project Manager.
2. geographic location and availability of the Project Manager, resident inspectors and other key personnel to be assigned to the project
3. experience and expertise of subconsultants
4. demonstrated ability to use BIM and Lean Construction in the design and construction phases of all disciplines.
5. demonstrated ability to perform work with minimal disruption to facility operations
6. familiarity with Massachusetts public bid laws
7. cost management, scheduling capabilities and adoption of target value design principles
8. DBE affirmative action efforts, please indicate the proposed % of DBE participation
9. current level of work and past performance with the Authority
10. experience with sustainable design concepts and resiliency
11. project understanding and technical approach to this project

The selection shall 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 by the Authority. The Authority reserves the right to interview the firms prior to final selection, if deemed appropriate.

**Submissions Requirements:**
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 IIs. M/WBE Certification of the prime and subconsultants shall be current at the time of submittal and the Consultant shall provide a copy of the M/WBE 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 eight (8) 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](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 IIs for the Prime and every sub-consultant. The above-mentioned information shall be highlighted in the Cover Letter.

Submissions shall be printed on both sides of the sheet (8 1/2" x 11"), no acetate covers. An (1) original and Eight (8) 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.

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 Houssam H. Sleiman, PE, CCM, Director of Capital Programs and Environmental Affairs and received no later than 12:00 Noon on Thursday, March 24, 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>
</tr>
</thead>
<tbody>
<tr>
<td>Solicitation: Release Date and Supplemental Package Available</td>
<td>February 24, 2016</td>
</tr>
<tr>
<td>Consultant Briefing</td>
<td>March 3, 2016</td>
</tr>
<tr>
<td>Deadline for submission of written questions</td>
<td>March 9, 2016 at 12:00 P.M. (noon)</td>
</tr>
<tr>
<td>Official answers published (Estimated)</td>
<td>March 15, 2016</td>
</tr>
<tr>
<td>Solicitation: Close Date / Submission Deadline</td>
<td>Thursday, March 24, 2016 at 12:00 P.M. (noon)</td>
</tr>
</tbody>
</table>
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 as an attachment to the original Legal Notice and on COMMBUYS (www.commbuys.com) in the listings for this project.

MASSACHUSETTS PORT AUTHORITY  
THOMAS P. GLYNN  
CEO AND EXECUTIVE DIRECTOR