REQUEST FOR QUALIFICATIONS

M560, NEW GATE PROCESSING FACILITIES

CONLEY TERMINAL

700 SUMMER STREET SOUTH BOSTON,

MASSACHUSETTS

SUPPLEMENTAL INFORMATION PACKAGE
LEGAL NOTICE
REQUEST FOR QUALIFICATIONS

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for MPA
CONTRACT NO. M560, NEW GATE PROCESSING FACILITIES, CONLEY TERMINAL, 700
SUMMER STREET, SOUTH BOSTON, MASSACHUSETTS The Authority is seeking the services of
qualified multidiscipline consulting firm or team with proven experience in container terminal gate processing
planning, design and implementation for the design, permitting and construction of the new gate complexes at
Conley Terminal to increase terminal throughput and optimize traffic flow. 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 including but not limited to Container Port
Operations Planning, IT infrastructure design and integration, Architectural, Civil, Structural, Mechanical,
Electrical, Plumbing, Transportation, Environmental, Geotechnical, Waterfront Engineering, Permitting, Cost

The contract will be work order based, and Consultant’s fee for each work order shall be negotiated; however,
the total project budget, which includes all design, permitting and construction cost is $34,000,000.

A Supplemental Information Package will be available, on Wednesday, October 10, 2018 on the Capital Bid
Opportunities webpage of Massport http://www.massport.com/massport/business/bids-opportunities/capital-
bids 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 11:00 AM on Tuesday, October 23, 2018 at the Capital
Programs Department, Suite 209S, Logan Office Center, One Harborside Drive, East Boston,
Massachusetts. 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 http://www.massport.com/massport/business/capital-improvements/important-documents/. 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, FCMAA, NAC, Hon. D.Eng., Director of Capital
Programs and Environmental Affairs and received no later than 12:00 Noon on Thursday, November 29, 2018
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
Background

The Port of Boston’s Paul W. Conley Container Terminal (Conley Terminal) is owned and operated by the Massachusetts’ Port Authority (Massport). Conley Terminal with the only deep-water access capable of serving large ships in the Port of Boston plays a significant role in the regional economy by moving roughly one-third of New England cargo. Thirteen of the world’s top fifteen ocean carriers call on Conley, providing service on three major trade lanes, including Asia, Northern Europe and the Mediterranean. Key containerized cargos include Seafood, Beer/Wine, Footwear, Apparel, Furniture, Waste paper, and Scrap metal. In 2018, Conley Container Terminal saw record-breaking growth with a 10% increase in container volume, setting a new record of more than 280,000 TEUs (twenty-foot equivalent units) shipped through the terminal with truck turn times averaging less than 40 minutes. Of the approximately 100 acres encompassed by Conley Terminal, approximately 60 acres are currently used for containerized cargo operations. An additional approximately 30 acres are set aside for reefers and equipment repair and storage. Conley Terminal currently 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.

Massport has recently undertaken a number of major infrastructure projects to modernize Conley Terminal. These projects includes:

Conley Dedicated Freight Corridor (CDFT) and Buffer Open Space Project:

In anticipation of projected growth in container operations at Conley Terminal, Massport constructed the $37.5 million CTDFC project. The project, which was completed in 2017, included three key components:

- 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;
- 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
- Construction of a new 4.5-acre community open space. 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) in 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. Overall, the improvements being permitted as part of the 2013 MEPA certificate will enable throughput capacity of up to 500,000 TEUs at Conley Terminal.

The CTDFC tied into existing Conley Terminal’s in-bound and out-bound container processing facilities. As part of project M560, Conley Terminal New Gate Processing Facilities, the new in-gate and out-gate complexes will need to be designed to connect with that of the CTDFC to further improve terminal circulation and operational efficiency.
**FASTLANE Grant**

To remain competitive in the face of significant changes in the container industry, Conley Terminal needed major capital improvements. As part of Massport’s Terminal Master Plan, the *Conley Terminal Intermodal Improvement and Modernization program* was developed. In 2016, Massport applied for and received a FASTLANE Grant from the Maritime Administration Agency, within the U. S. Department of Transportation (MARAD/ USDOT) which allows for the design and construction of the following projects at Conley Terminal:

- Berth 11 Pier, Apron and Bulkhead Improvements
- Berth 11 Strengthening to Support 50 Foot Depth
- Berth 11 Deepening to 50 Feet;
- Berth 12 Fender Replacements
- Berth 11 and 12 Backland Area Pavement Repairs
- Refrigerated Container Storage Improvements:
  - Phase I build out of pavement at the former Coastal Oil site for container storage
  - Construction of 14 new racks for refrigerated container storage
- Terminal Technology Improvements:
  - New LED terminal yard lighting
  - Broadband Wi-fi improvements
- Terminal Equipment Improvements:
  - Rehab and retrofit five (5) existing Rubber Tired Gantry (RTG) Cranes
  - Purchasing of 14 new yard tractors
  - Structural crane painting
- New Conley Gate Processing Facilities:
  - Berths 14-17 rehabilitation to support the construction of the new gate processing facility and truck operation
  - New in-gate and out-gate truck processing facilities

To date, over 50% of the FASTLANE projects are underway. It is expected that all FASTLANE projects will be completed at the end of 2021.
Conley Terminal New Berth 10 Project:

The new Berth 10, which will align with the existing berths, extends approximately 1,275 feet west from the end of the existing Berth 11. The length of this new wharf will allow Conley Terminal to accommodate post-panamax vessels up to 1,160 feet long while providing the necessary area for support equipment and turning radius, and will have the ability to accommodate longer vessels using a section of Berth 11. Berth 10, plus the combined Berths 11 and 12, will be able to simultaneously accommodate two larger vessels at Conley Terminal.

Massport commenced the construction of the new Berth 10 in June, 2018. The berth and the three new ship-to-shore cranes are scheduled to be completed by the end of 2020.

CONLEY OVERVIEW

Figure 2: Berth 10 Conceptual Design
New Conley In-Gate & Out-Gate Processing Facilities

The Conley In-Gate and Out-Gate Processing Facilities Project provides for the design and construction of a new one-stage, completely remote operation that incorporates state-of-the-art gate processing technology to increase the terminal throughput and optimize traffic flow. It is anticipated that the new in-gate truck processing area will be located at the easternmost end of Conley Terminal. The proposed location is consistent with the current plan for long-range terminal expansion. In combination with the CTDFC, the new gate areas will create a new traffic pattern within the terminal. This new flow will have trucks entering and exiting from the western side of the terminal, and flowing in a counter-clockwise pattern once inside the facility. The easterly placement of the one-stage in-gate allows for maximum truck queuing on the CTDFC within the terminal footprint. This eliminates any truck congestion or noise on local neighborhood roads and improves access and quality of life for nearby residents. The relocation of the in-gate from its current location also allows for maximization of container storage space on the terminal. Before exiting, the trucks will pass through the new out-gate area at the western end of the terminal. In addition to streamlining terminal traffic flow, the new in-gate and out-gate processing areas increase safety by separating terminal staff vehicles from trucks hauling containers. The new gate processing facilities will have additional security provisions to allow for increased safety and operational efficiency within the terminal. The new infrastructure and gate-processing configuration also sets the stage for a future appointment system. This system would allow truckers to schedule pick-up and delivery of containers, providing a more evenly distributed traffic flow.

In order to build the new in-gate facility, it is necessary to rehabilitate the severely deteriorated bulkheads at Berths 14-17. These bulkheads define the eastern boundary of the terminal and are in critical condition resulting in material loss and degradation of the adjacent backlands (sinkholes) that have caused serious safety issues. In conjunction with the bulkhead repairs, full-depth reconstruction of the adjacent backland area is required to support the new facility and trucking operations on this portion of the site. Construction of the new gate processing facilities will provide necessary improvements to terminal operations and traffic flow while also enhancing security, safety, and meeting anticipated capacity needs. This new layout will reduce overall vehicle queuing, vehicle idling and associated emissions, and vehicle miles traveled on the terminal. The implementation of these improvements is critical to the continued competitiveness of the terminal operations in today’s global environment.

Scope of Work:

The Authority is seeking a qualified multidiscipline consulting firm or team, with proven experience to provide professional services including planning, design, and construction related services, including resident inspection, relative to the rehabilitation of Berth 14-17 to support truck operations on the eastern end of Conley Terminal; and installation of a new gate processing facility to increase throughput and optimize traffic flow. 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 including but not limited to Container Port Operations Planning, IT Infrastructure Design and Integration, Architectural, Civil, Structural, Mechanical, Electrical, Plumbing, Transportation, Environmental, Geotechnical, Waterfront Engineering, Permitting, Cost Estimating, Construction Phasing, and Sustainable Design.
The scope of work shall include, but not be limited to the following:

- Terminal Gate Planning and Design
  - Review and refine Conley Terminal Master Plan
  - Evaluate current state-of-the-art gate technologies
  - Review and assess current terminal’s IT infrastructure
  - Define gate process that works best for Conley Terminal
    - One stage gate system
    - Completely remote operation
    - Fast, simple solution
    - Incorporation of industry best practices
    - Integration with Conley’s existing Tideworks terminal operating system (ITOS)
    - Migration plan to implement the final gate system and technologies
- Berth 14-17 bulkhead inspection and evaluation
- Final design and bid documents
- Prepare engineering cost estimates; and
- Provide construction support services and field resident engineering inspections during construction to ensure contractor’s compliance; manage commissioning of the systems and closeout of the construction contract.

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 11:00 AM on Tuesday, October 23, 2018 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.

**Evaluation Criteria:**

The submission shall be evaluated on basis of:

1. Current level of experience and knowledge of the team in designing container terminal gates in semi-automatic terminals,
2. Experience of the team in container terminal’s IT infrastructure design, integration and installation
3. Geographic location and availability of the Project Manager, resident inspectors and other key personnel to be assigned to the project,
4. Experience and expertise of subconsultants,
5. Demonstrated experience in BIM modeling, Lean Planning, and Lean Construction
6. Demonstrated ability to perform work with minimal disruption to terminal operations,
7. Familiarity with MGL, including filed sub-bid experience,
8. Cost management and scheduling capabilities,
9. DBE and affirmative action efforts, please indicate the proposed % of DBE participation
10. Current level of work with the Authority, and past performance for the Authority, if any,
11. Experience with sustainable design concepts and resiliency, and
12. 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 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 fourteen (14) 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/massport/business/capital-improvements/important-documents/ for more details on litigation and legal proceedings history submittal requirements.

In order to be eligible for selection, all aspects of Chapter 7C, Section 44 of the General Laws of the Commonwealth of Massachusetts shall be satisfied including the majority of the firm’s Board of Directors or ownership shall be registered in the Commonwealth of Massachusetts in accordance with the applicable provisions of the statute. Consultants shall furnish professional registration status of the firm’s board of directors or ownership. All individuals responsible for technical disciplines shall, upon commencement of the project, be registered Architects or Engineers, in that discipline, in the Commonwealth of Massachusetts.

The Authority may reject any application if any of the required information is not provided: Cover Letter, Insurance Requirements, Litigation and Legal proceedings, Registration of the Board of Director as defined in MGL Chapter 7C Section 44, and SF330 Part IIIs for the Prime and every sub-consultant. Make sure that, in the Cover Letter, you mention the Insurance Requirements, Litigation and Legal proceedings, Registration of the Board of Director as defined in MGL Chapter 7C Section 44.

Submissions shall be printed on both sides of the sheet (8 1/2" x 11"), no acetate covers. An (1) original and fourteen (14) 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 IIIs,
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 http://www.massport.com/massport/business/capital-improvements/important-documents/. 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, FCMAA, NAC, Hon. D.Eng., Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on Thursday, November 29, 2018** 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>Wednesday, October 10, 2018</td>
</tr>
<tr>
<td>Consultant Briefing</td>
<td>Tuesday, October 23, 2018 at 11:00 AM</td>
</tr>
<tr>
<td>Deadline for submission of written questions</td>
<td>Friday, November 2, 2018 at 12:00 PM (noon)</td>
</tr>
<tr>
<td>Official answers published (Estimated)</td>
<td>Friday, November 9, 2018 at 12:00 PM (noon)</td>
</tr>
<tr>
<td>Solicitation: Close Date / Submission Deadline</td>
<td>Thursday, November 29, 2018 at 12:00 PM (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/massport/business/bids-opportunities/capital-bids](http://www.massport.com/massport/business/bids-opportunities/capital-bids) as an attachment to the original Legal Notice and on COMMBUY (www.commbuys.com) in the listings for this project.

MASSACHUSETTS PORT AUTHORITY
THOMAS P. GLYNN
CEO AND EXECUTIVE DIRECTOR