



MASSACHUSETTS PORT AUTHORITY
CAPITAL PROGRAMS AND ENVIRONMENTAL AFFAIRS DEPARTMENT
SUITE 209S – LOGAN OFFICE CENTER SUITE 209S
ONE HARBORSIDE DRIVE
EAST BOSTON MA 02128-2909

REQUEST FOR QUALIFICATIONS

MPA PROJECT NO. L1802 PRESCOTT STREET BUILDING FIT-OUT LOGAN INTERNATIONAL AIRPORT EAST BOSTON, MASSACHUSETTS



SUPPLEMENTAL INFORMATION PACKAGE



LEGAL NOTICE
REQUEST FOR QUALIFICATIONS

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for **MPA CONTRACT NO. L1802 PRESCOTT STREET BUILDING FIT-OUT, BOSTON LOGAN INTERNATIONAL AIRPORT, EAST BOSTON, MASSACHUSETTS**. The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, and construction related services including resident inspection relative to the redevelopment of an existing multi-story building that is currently unoccupied shell space. 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 Programming, Site Planning for both landside and airside, Architectural including building envelope and interiors, Site Civil, Structural, Mechanical with an emphasis on energy efficiency, Electrical, Plumbing, Vertical Transportation, Landscape Architecture, Code Compliance, Cost Estimating, Construction Phasing, Climate Resiliency and Sustainable Design, Security, Telecommunications Design as well as ADA compliance, and energy efficiency.

The contract will be work order based, and that Consultant's fee for each work order shall be negotiated; however, the total fee for the contract shall not exceed \$1,000,000.

A Supplemental Information Package will be available, on **Wednesday, March 8, 2023** 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 **10:00AM on Monday March 13, 2023 via ZOOM MEETING**. **All participants shall use the following Zoom instructions. Link: <https://massport.zoom.us/j/83287368872> ; Meeting ID: 832 8736 8872; Dial In: (646) 518-9805 or (312) 626-6799**. 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 shall be addressed to Luciana Burdi, Intl. Assoc. AIA, CCM, MCPPO, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on Thursday, April 20, 2023** 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 by the deadline 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
LISA S. WIELAND
CEO & EXECUTIVE DIRECTOR



SCOPE OF WORK:

The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, and construction related services including resident inspection relative to the redevelopment of a portion of the Prescott Street Building, an existing multi-story building at Boston Logan International Airport. 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 Programming, Site Planning for both landside and airside, Architectural including building envelope and interiors, Site Civil, Structural, Mechanical with an emphasis on energy efficiency, Electrical, Plumbing, Vertical Transportation, Landscape Architecture, Code Compliance, Cost Estimating, Construction Phasing, Climate Resiliency and Sustainable Design, Security, Telecommunications Design as well as ADA compliance, and energy efficiency.



Figure 1 Location of Prescott Street Building at Logan Airport

The existing Prescott Street Building has two primary functions:

- The jetBlue hangar and associated aircraft parts storage on the first (ground) floor and jetBlue storage on the second floor
- Undeveloped shell space on floors 2 through 5

JetBlue Airways actively utilizes the hangar and associated storage space. JetBlue's leased space includes a landside loading dock located at the northeast corner of the building which is accessed from Prescott Street. The shell space on levels 2 through 5 is currently vacant. The shell space has basic electrical

infrastructure and lighting and full sprinkler and fire alarm coverage. The areas were previously abated from an environmental perspective. There are passenger and freight elevators but they are inoperable. The objective of the Authority is to prepare a plan for the unoccupied portion of the Building and to redevelop that space, as shown in the “Vacant space to be redeveloped” area of Figure 2 below. The tasks to be completed by the Consultant are explained in greater detail in the following paragraphs.

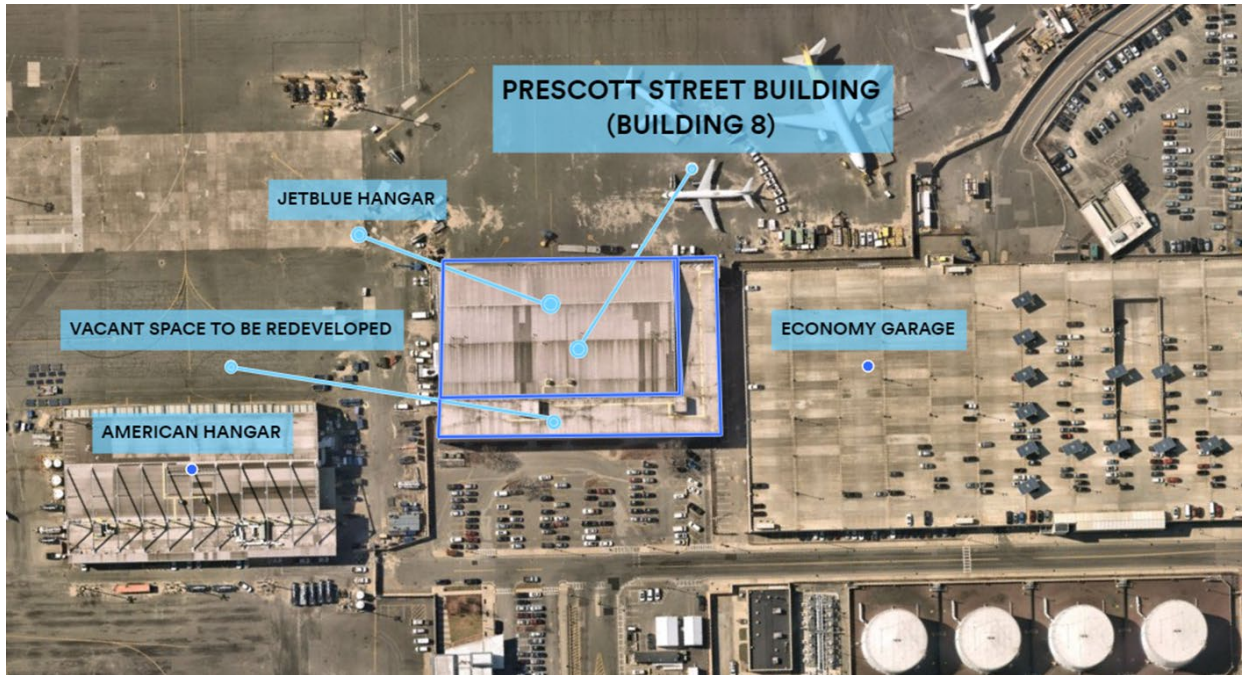


Figure 2 Relative Location of jetBlue Hangar and the Space to be Redeveloped



Figure 3 East Elevation of the Prescott Street Building

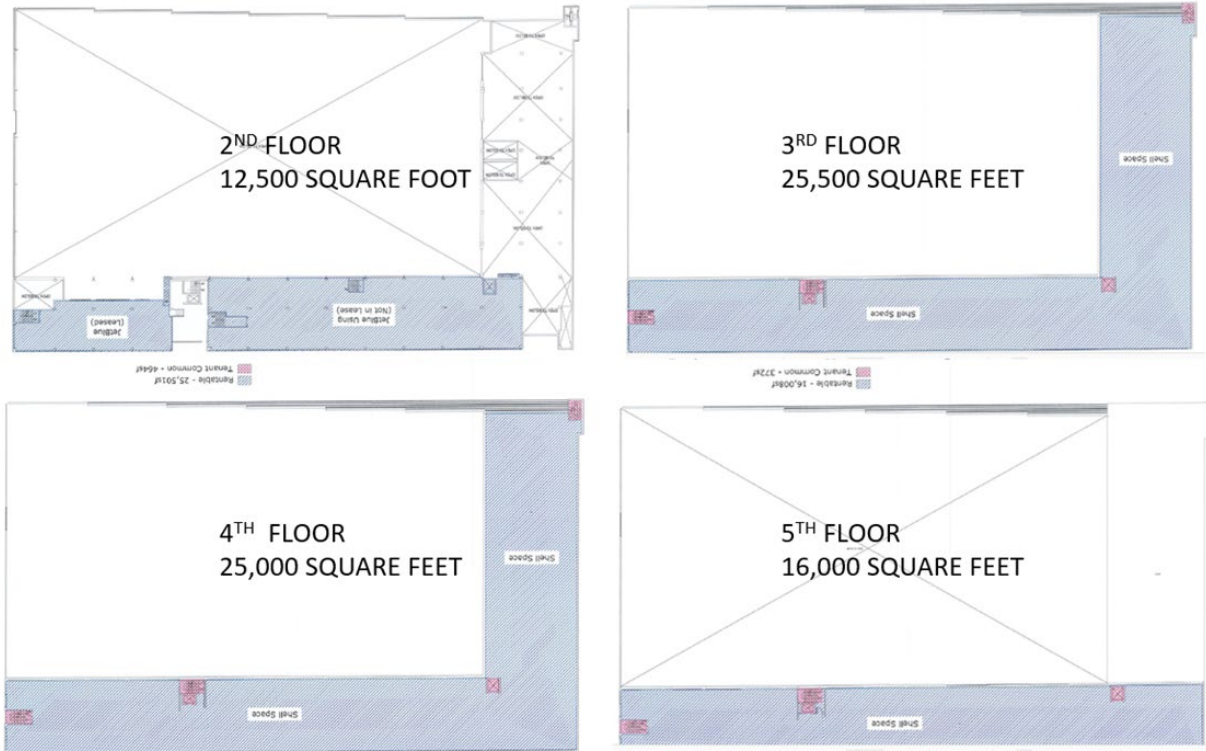


Figure 4 Floor Plans of Floors 2 Through 5

Programming: The shell space has been vacant for many years for a variety of reasons. At this time, the Authority would like to make an investment in the building in order to capitalize on its perceived potential. At minimum, this Project seeks to develop floors two (2) through five (5), as depicted in Figure 4 above. The building straddles the airside/landside boundary and therefore could support a variety of aviation support functions. There is potentially parking available in the adjacent Economy garage if the existing surface parking between the Building and Prescott Street were to be repurposed. The building appears to be robust structurally although the structural capacity will need to be confirmed to determine what possible uses are feasible. There is significant space available within the building, but the current lack of vertical circulation negates much of the Building’s functionality. It is reasonable to expect that the scope of this project will include the relocation of offices and personnel into the newly developed space(s). Additionally, the current industrial use in the adjacent hangar will need to be evaluated from a code perspective in order to confirm possible uses. The Consultant will work closely with the Aviation Department to develop short-term, medium-term, and long-term programs for the efficient utilization of this asset.

Site Planning for both landside and airside: With both landside and airside access, the building presents an opportunity to serve as a secure portal between the landside and airside. As such, the potential to support cargo will be investigated in addition to possible office, warehousing and light industrial uses. Options to reconfigure the landside/airside boundary will be considered in order to maximize the functionality of the building’s location.

Architectural including building envelope and interiors: At a minimum, it is anticipated that the exterior of Building will require new windows and doors. Additional loading docks and drive in overhead doors may be included in the redevelopment. Since it is anticipated that office uses will be included in the redevelopment, a reasonable level of amenities will be included in the redevelopment in order that the completed facility will be desirable for the intended occupants. The interior of the building is shell space which will need to be built out to support the intended uses identified in the program.



Site Civil: In order to deliver the improvements included in the program, the Consultant may need to reconfigure the site and the adjacent parcels in order to address commercial uses, parking, security, a bus turn-around for vehicles on Prescott Street which is a dead-end street as well as pedestrian access and access for emergency vehicles. The proximity of the North Vehicular Gate for Logan Airport and the Boston EMS emergency vehicle garages will also be considered.

Structural: Confirmation that the existing structure will support the intended uses will be required

Mechanical with an emphasis on energy efficiency, Electrical, Plumbing: It is anticipated that most if not all of the MEP systems present in the portion of the building to be redeveloped will need to be replaced and or upgraded. Since the area to be redeveloped and the hangar share the same systems, an evaluation of the entire Building may be required. As a major redevelopment, it is possible that building code requirements will be triggered. In any case, energy efficiency and the efficient utilization of resources will be of paramount importance.

Vertical Transportation: As a multi-story facility, the development of vertical transportation to support the identified programmatic elements will be of paramount importance.

Landscape Architecture: While function is the primary driver of this project, it is anticipated that the appearance of the completed facility and the functionality of the greenspace included in the design will visually enhance and mitigate the environmental impact of the completed project.

Code Compliance: As an existing building for which the current use included the maintenance of fully fueled aircraft in a space adjacent to the space that is to be redeveloped, a detailed review of the existing conditions from a code perspective and the development of a detailed plan for code compliance will be fundamental to the successful completion of this project. This work will be foundational and serve as the basis for the development of a program for redevelopment.

Cost Estimating: Unlike a new facility, the inherent uncertainty associated with redeveloping an existing facility will need to be reflected in the project at inception and updated regularly throughout the process.

Climate Resiliency and Sustainable Design: The proposed planning, design and construction effort will be executed in accordance with the Authorities guidelines for resiliency and sustainability.

Security: As this facility physically straddles the airside/landside boundary, consideration of security will be a primary consideration in each project phase.

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 **10:00AM on Monday March 13, 2023 via ZOOM MEETING. All participants shall use the following Zoom instructions. Link: <https://massport.zoom.us/j/83287368872> ; Meeting ID: 832 8736 8872; Dial In: (646) 518-9805 or (312) 626-6799.** 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 the basis of the following **equally weighted** criteria:

- (1) Demonstrated experience and knowledge of the team for similar projects of similar size and complexity particularly important to demonstrate for the proposed Project Manager. Highlight the experience and expertise for major sub-consultants and their assigned staff. Familiarity with MGL, including filed sub-bid experience, and



- (2) Project understanding and proposed technical approach including QA/QC process during document preparation, cost management and scheduling capabilities, construction oversight, ability to plan and perform work with minimal disruption to operations, and
- (3) Demonstrated experience in integrating and managing BIM/VDC in the planning, design and construction. Experience of utilizing Lean Design & Construction (Last Planner System®, Scrum or other tools) to increase the reliability and significantly improve projects and teams' performance, and
- (4) Demonstrated project experience in sustainable and resilient high-performance building and infrastructure design and construction, including experience with low, net zero ready or net zero emissions, water, and waste, lifecycle analysis including embodied carbon, innovative renewable energy strategies, and building and infrastructure sustainability certification schemes relevant to this proposal. Firms are encouraged to demonstrate “outside of the box” thinking for examples of inclusion of sustainable practices into its projects and specify how those practices may be applied to this project proposal. Firms must demonstrate the capability to incorporate design features into any project type that reflect best practices in environmental stewardship, and
- (5) Proposed approach to enhance diversity and inclusion of the proposed team to increase the pool of consultants working on the Authority’s projects. For those M/WBE firms proposed, please describe type and/or category of work (i.e., architecture, structural, Lean, etc.); include the specific roles to be played by M/WBE and the extent to which such M/WBE involvement is anticipated as of date of the proposal submission, (% goal)

The Authority recommend that each evaluation criteria is addressed in the response as a separate section.

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.

SUBMISSION 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 M/WBE certification letter from the Supplier Diversity Office for M/WBE and from the MassUCP for DBE, within its submittal.

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, Registration of the Board of Director as defined in MGL Chapter 7C Section 44, and SF330 Part IIs for the Prime and every sub-consultant. Make sure that, in the Cover Letter, you mention the Insurance Requirements, 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"). One (1) original and fourteen (14) copies of a bound document AND one PDF version on a thumb drive 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, 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 shall be addressed to Luciana Burdi, Intl. Assoc. AIA, CCM, MCPPO, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on Thursday April 20, 2023** 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 by the deadline 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:

EVENT	DATE/TIME
Solicitation: Release Date and Supplemental Package Available	Wednesday March 8, 2023
Consultant Briefing	Monday March 13, 2023 at 10:00 A.M.
Deadline for submission of written questions	Thursday March 23, 2023 at 12:00 PM (noon)
Official answers published (Estimated)	Thursday March 30, 2023
Solicitation: Close Date / Submission Deadline	Thursday April 20, 2023 at 12:00 PM (noon)

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> as an attachment to the original Legal Notice and on COMMBUYS (www.commbuys.com) in the listings for this project.



PROJECT REQUIREMENTS:

Massport, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all bidders/proposers will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

Project requirements include, but are not limited to:

Terms & Conditions:

By responding to this solicitation, consultants agree to accept the terms and conditions of Massport's standard 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/>.

Additional Requirements and Guidelines:

As deemed appropriate and required by the Authority or the project's needs, the consultant agrees to follow the requirements as set forth in the Guidelines and Standards that can be found on the Authority's web page at <http://www.massport.com/massport/business/capital-improvements/important-documents/>.

M/WBE Participation:

The Authority is committed to helping address the disparity in the participation of minorities and women in design. Along with the M/WBE commitments which reflect ownership status set forth below, the Authority's Designer Selection Panel are interested in learning about the applicant firm's approach and commitment to diversity in its HR policy, its overall business practices and in assembling this Project team. Firms are encouraged to be creative in assembling their teams by considering dividing the work of a particular discipline, when appropriate, including work it would typically provide in house, partnering, offering opportunities to qualified firms with which it or its consultants have not previously worked or firms that may have less experience working on public projects, and other means that provide additional opportunities for M/WBE firms in new ways.

Applicants, as prime firm and team lead, in their application, should directly address their approach to enhancing diversity in assembling the team for this Project, including a clear description of each working relationship, and in their overall HR and business practices. The Authority strongly encourages teams composed of firms that expand the overall breadth of different firms working on Authority Projects.

The Commonwealth of Massachusetts establishes combined M/WBE participation goals of 21.6% for design of state-funded and state-assisted projects. Massport will be highly interested in those proposals whose strategy and approach or exceed the stated goal.

Applications from M/WBE firms as prime consultant are encouraged. Applicants that are themselves M/WBE certified may use their participation toward meeting the determined work order goal for the certification they hold and will be required to bring participation by additional firm(s) that holds the necessary certifications to meet or exceed the goals assigned. Applicants are strongly encouraged to utilize multiple disciplines and firms to meet the M/WBE goals. Consultants to the prime can team within their disciplines in order to meet the M/WBE goals, but must state this relationship.



Please note that only firms that are currently certified as M/WBE and DBE in the Commonwealth of Massachusetts be credited toward meeting Project M/WBE or DBE goals.

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