



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

M770 – NORTH JETTY REHABILITATION

MASSPORT MARINE TERMINAL
FID KENNEDY AVENUE
SOUTH BOSTON, MASSACHUSETTS



SUPPLEMENTAL INFORMATION PACKAGE



LEGAL NOTICE

REQUEST FOR QUALIFICATIONS

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for MPA CONTRACT NO. **M770 NORTH JETTY REHABILITATION, MASSPORT MARINE TERMINAL, FID KENNEDY AVENUE, SOUTH BOSTON, MASSACHUSETTS**. The Authority is seeking a qualified multidiscipline consulting firm or team, with proven experience to provide professional services including planning, design, bid, permitting and construction related services, including resident inspection, relative to the rehabilitation of the North Jetty, an existing pile supported dock, as well as adjacent upland facilities at the Massport Marine Terminal, located on FID Kennedy Boulevard in South Boston, Massachusetts. 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 Waterfront Engineering, Underwater Diving Inspection, Hydrographic Survey, Structural, Geotechnical, Electrical, Utilities, Stormwater Management, Cost Estimating, Construction Phasing, Climate Resiliency, and Sustainable Design.

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 **\$1,500,000**.

A Supplemental Information Package will be available, on **November 27, 2024** 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 **via zoom at 10:00 AM on December 2nd, 2024** via the following link: <https://massport.zoom.us/j/89526584156?pwd=DSGLVWpcAHsWnSv7Xb12NoC7JrSxRt.1> Meeting ID: 895 2658 4156, Passcode: 198841, Dial In Number: (646) 558-8656. 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.

This submission shall be addressed to Luciana Burdi, Intl. Assoc. AIA, CCM, MCPPO, NAC, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on January 9, 2025** Via **Bid Express** <https://www.bidexpress.com/businesses/27137/home>. Any submission which is not received by the deadline shall be rejected by the Authority as non-responsive.

MASSACHUSETTS PORT AUTHORITY

Richard A. Davey
CEO & Executive Director



SCOPE OF WORK:

The Authority is seeking a qualified multidiscipline consulting firm or team, with proven experience to provide professional services including planning, design, bid, permitting and construction related services, including resident inspection, relative to the rehabilitation of the North Jetty, an existing pile supported dock, as well as adjacent upland facilities at the Massport Marine Terminal, located on Fid Kennedy Boulevard in South Boston, Massachusetts. 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 Waterfront Engineering, Underwater Diving Inspection, Hydrographic Survey, Structural, Geotechnical, Electrical, Utilities, Stormwater Management, Cost Estimating, Construction Phasing, Climate Resiliency, and Sustainable Design.

The scope of work shall include, but not be limited to the following:

- (1) Review of historic information associated with the construction and enhancement of the existing shoreline, including the location of historic utilities, and existing structures at the North Jetty.
- (2) Inspection and evaluation of the existing conditions of the North Jetty.
- (3) Preparation of at least two concept designs suitable to rehabilitate or replace the North Jetty.
- (4) Preparation and submission of permitting documents.
- (5) Prepare design, bid, and procurement documents for the selected design to rehabilitate or replace the North Jetty.
- (6) Prepare engineering cost estimates.
- (7) Provide construction support services, field inspections and resident engineering during construction to ensure contractor's compliance.

NORTH JETTY:

The Massport Marine Terminal (MMT) is a stretch of land adjacent to Boston Harbor, bordered on the south by Fid Kennedy Avenue. The area of the MMT was the property of the United States Navy until the 1960s, when it was acquired by the City of Boston. Filling of the tidal flats that began in the 1910s, created the Marine Terminal. The land is currently owned by the City of Boston, and Massport has a long-term lease of the area. Much of the Massport Marine Terminal is currently sub-leased to Fish Processing tenants.

The North Jetty is situated on the eastern end of the Massport Marine Terminal. That portion of the Massport Marine Terminal was filled during the 1940s. At the time, construction of the North Jetty occurred concurrently with the construction of the West Jetty (which was demolished in the 1980s), the East Jetty, and the South Jetty (both of which are located outside of the boundaries of the MMT, on City of Boston property, and are slated to be demolished).

The remainder of the MMT, west of the location of the former West Jetty, was filled in the 1980s, at which time the West Jetty was also demolished. The North Jetty has recently served as a temporary berthing for Massport including: for berthing of naval vessels, for timber imports, to facilitate work on the deepening of the Federal Navigational Project in Boston Harbor, as a berth for Cruise Vessels, and other vessels requiring temporary berthing.

The North Jetty is approximately 60' wide by 830' long, and is steel pile supported with concrete pile caps and concrete deck. The superstructure of the pier is constructed of reinforced concrete with pile caps running east-west for the length of the pier, and deck beams running north-south at each bent. A steel sheet pile bulkhead with a reinforced concrete pile cap runs along the inshore edge of the pier and retains fill at



the transition to the shore. A riprap slope begins at the toe of the bulkhead and extends down to mudline at the outshore face of the pier.



Existing North Jetty and Massport Marine Terminal (MMT)

The North Jetty is in a state of disrepair that severely limits any current use. The western third of the pier is deemed structurally unusable. The remaining portion of the pier has significant capacity restrictions, with a live load capacity of 500 pounds per square foot (“PSF”) and multiple areas limited to only 300 PSF, requiring evaluation prior to each limited use to ensure it can still function safely.

The Berth’s bulkhead has also failed in many locations and there are safety concerns with sinkholes opening behind the sheet pile wall. The uplands have also fallen into disrepair, with land settlement and surface cracking that make the area unsuitable for many types of marine industrial use. Finally, the current controlling depth is only -26 feet MLLW, limiting its use as a deep-water berth. These deteriorated conditions hinder the Port’s ability to fulfill its strategic potential, unable to fully meet demands throughout the New England region to move bulk commodities.

Massport has recently received a Federal grant under the Port Infrastructure Development Program (PIDP) to conduct planning and design activities for the rehabilitation or replacement of the North Jetty. Massport has long envisioned the North Jetty as a key piece of maritime infrastructure that will enhance the capacity and capabilities of the Port of Boston. The rehabilitation will reactivate a key asset with the potential to accommodate a range of cargo types.

The selected consulting team will assist Massport in assessing future uses of the North Jetty, and planning for rehabilitation or replacement of the waterside and landside infrastructure, including utility upgrades and pavement design, to allow for use of the North Jetty into the future.

M770 - North Jetty Rehabilitation

As part of the scope of work for this project, Massport seeks to rehabilitate, or replace, the North Jetty.



Key tasks include but are not limited to:

Investigation and Data Gathering

This task is anticipated to include review of historic information, the gathering of additional data regarding existing conditions, and the assessment of the highest priority objectives for the project, given available funds.

The task will also include inspections and evaluations of the existing conditions of the North Jetty. Work will also include review of previous consulting reports associated with inspections and assessments of the shoreline, as well as meeting with the team of project stakeholders to understand how the existing location is utilized, and existing operations that will need to be maintained during design and construction.

Concept Design and Permitting

This task is anticipated to include preparation of concept designs to rehabilitate the North Jetty. This task will include assessment of future needs of the North Jetty, including determination of design vessels, programming for the future use of the North Jetty and backlands areas, preparation of preliminary design drawings, preparation of an anticipated construction schedule, preparation of a preliminary cost estimates and meetings with Massport to present the designs.

The consulting team will be asked to prepare applicable permitting documents for the selected design, and to submit those documents, once Massport has reviewed and approved of the submissions. The team will be required to represent Massport at any and all permitting meetings. The consulting team may be asked to assist Massport in submission in additional grant applications associated with funding rehabilitation or replacement of the North Jetty.

Design and Bid Documents

Once a final design is agreed upon by the project stakeholders, this task is anticipated to include preparation of final construction, procurement, and bid documents, including construction plans, technical specifications, an anticipated construction schedule, a final constructability review, and a construction level cost estimate.

Bid Phase Services

This task is anticipated to include providing assistance to Massport during the bidding process, including attendance at the pre-bid conference, as necessary, preparation of addenda as may be required, and assistance in responding to questions from bidders during the bidding process. Additionally, this task will include review of bids and preparation of a recommendation as to qualifications of the bidders.

Construction Phase Services

This task will include attendance at the pre-construction meeting, review of contractor submissions, periodic inspections/coordination for construction activities, attendance at job site meetings, visits to verify work progress and ongoing activities, resident engineering, provision of meeting minutes for site meetings, review of change orders, responses to requests for information, review of submittals, review of payment applications, final site inspections, and preparation of record drawings and project close-out information.

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 Project Manager. Highlight the experience and expertise for major sub-consultants and their assigned staff. Familiarity with public construction procurement under MGL Ch. 30, 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 CIM in design and construction. Experience of utilizing Lean Design & Construction (Last Planner System®, Scrum or others tools) to increase the reliability and significantly improve projects and teams' performance, and
- (4) Demonstrated project experience in sustainable and climate resilient infrastructure design and construction, including experience with achieving low, net zero ready or net zero emissions for relevant aspects of this project. Firms are encouraged to demonstrate “outside of the box” thinking for examples of inclusion of sustainable design and construction practices into this project specifically, and
- (5) Proposed approach to enhance diversity and inclusion of the project team to increase the pool of consultants working on the Authority's projects. For those DBE firms proposed, please describe type and/or category of work (i.e. architecture, structural, Lean, etc.); include the specific roles to be played by DBE, and the extent to which such DBE involvement is anticipated as of date of the proposal submission.

The Authority recommends 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 (<https://www.gsa.gov/system/files/SF330-21.pdf>) with the appropriate number of Part IIs. DBE 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 MassUCP for DBE, within its submittal.

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 Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

The Authority may reject any application if any of the required information is not provided: Cover Letter, Insurance Requirements and SF330 Part IIs for the Prime and every sub-consultant. Make sure that the Cover Letter is “Signed under the pains and penalties of perjury”, and that you mention the Insurance in the Cover Letter itself.

RFQ Instructions for Electronic Submission:



Electronic submissions will be via <https://www.bidexpress.com/businesses/27137/home>. Please refer to <https://www.massport.com/massport/business/bids-opportunities/capital-bids/> website for instructions on how to submit an electronic RFQ submittal.

1. Download RFQ documents in Bid Express and fully review them before submitting your electronic Statement of Qualifications.
2. Upload ALL required documents listed below in accordance with the instructions on Bid Express and those in the RFQ. Failure to include all required materials or to provide materials in a format different than that specified may have a negative effect on the evaluation or result in disqualification.
3. Click the “Submit” button in Bid Express to review your response for completeness and to encrypt/submit your response electronically.

File Naming Convention:

MPA project #_Company Name-YY-MM-DD.pdf

Example: L2302_Massport-23-04-24.pdf

Files submitted via Bid Express must follow the above filing naming convention specific in the “Description” field for each document in the “Required Document Upload” table in Bid Express. The file name and description entered during the file upload process ensures each file can be readily identified by Massport.

All submissions must be in .pdf format and must be in such a way that they can be read on a computer and printed on 8 ½” x 11” paper, unless otherwise specified.

Please consider the number of pages being submitted, including the following:

- Resumes of the top 10 key individuals, each limited to one (1) page under SF 330, Section E,
- No more than ten (10) projects each limited to one (1) page under SF 330, Section F,
- No more than ten pages (5 sheets) between SF 330 Section H and “other relevant materials” section of the submission.

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, including the PIDP Grant requirements are attached uploaded to Bid Express with this Supplemental Information Package. The Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

In recognition of the unique nature of the project and the services required to support it, the Authority has scheduled a Consultant Briefing **via zoom at 10:00 AM on December 2nd, 2024** via the following link: <https://massport.zoom.us/j/89526584156?pwd=DSGLVWpcAHsWnSv7Xb12NoC7JrSxRt.1> Meeting ID: 895 2658 4156, Passcode: 198841, Dial In Number: (646) 558-8656. 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.

This submission, shall be addressed to Luciana Burdi, Intl. Assoc. AIA, CCM, MCPPO, NCA, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on January 9, 2025** via **Bid Express** <https://www.bidexpress.com/businesses/27137/home>. 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	November 27, 2024
Consultant Briefing	Monday, December 2, 2024 @ 10:00 AM
Deadline for submission of written questions	December 9, 2024 at 12:00PM (noon)
Official answers published (Estimated)	December 13, 2024 @ COB
Solicitation: Close Date / Submission Deadline	January 9, 2025 at 12:00PM (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 on Bid Express <https://www.bidexpress.com/> and 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:

The project is funded, in part, by a federal Port Infrastructure Development Program Grant (“PIDP Grant”) through the U.S. Department of Transportation Maritime Administration (“MARAD”). By responding to this solicitation, consultants agree to accept the terms and conditions of Massport’s standard work order agreement, including all PIDP Grant requirements without exception. A copy of the Authority’s standard agreement, including the PIDP Grant requirements are uploaded to Bid Express with this Supplemental Package. The Consultant shall specify in its cover letter that it has the ability to obtain requisite insurance coverage.

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, including the PIDP Grant requirements are uploaded to Bid Express with this Supplemental Information Package.

Additional Requirements and Guidelines:



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

DBE Participation:

The Authority is committed to helping address the disparity in the participation of minorities and women in design. Along with the DBE 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 DBE 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.

Applications from DBE firms as prime consultant are encouraged. Applicants that are themselves DBE 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 DBE goals. Consultants to the prime can team within their disciplines in order to meet the DBE goals, but must state this relationship.

Please note that only firms that are currently certified as DBE in the Commonwealth of Massachusetts may be credited toward meeting Project DBE goals.

MASSACHUSETTS PORT AUTHORITY

**Richard A. Davey
CEO & Executive Director**