

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

M734 – SUSTAINABLE VEHICLE AND EQUIPMENT FUELING INFRASTRUCTURE - CONLEY TERMINAL, CRUISE TERMINAL, FISH PIER AND EAST BOSTON PARK MAINTENANCE FACILITIES

**SOUTH AND EAST BOSTON,
MASSACHUSETTS**



SUPPLEMENTAL INFORMATION PACKAGE

LEGAL NOTICE
REQUEST FOR QUALIFICATIONS

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for MPA CONTRACT NO. **M734 – SUSTAINABLE VEHICLE AND EQUIPMENT FUELING INFRASTRUCTURE - CONLEY TERMINAL, CRUISE TERMINAL, FISH PIER AND EAST BOSTON PARK MAINTENANCE FACILITIES, SOUTH AND EAST BOSTON, MASSACHUSETTS**. In support of the Authority’s Net Zero goals, Massport is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services, including study, design, engineering, construction and resident inspection, relative to sustainable vehicle and equipment fueling infrastructure to align with our Net Zero goals at multiple Maritime facilities. 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 Architectural, Civil, Structural, Port Operations, Mechanical, Electrical, Utility, Code Compliance, Cost Estimating, Construction Phasing, Climate Resiliency and Sustainable Design.

The contract will be work order based, and the 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, July 5, 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.

In recognition of the unique nature of the project and the services required to support it, the Authority has scheduled a Consultant Briefing, which will be conducted by way of a virtual video conference at **10:00 AM (Local Time) on July 13, 2023**. The following Zoom instructions shall be used by all participants: Link: <https://massport.zoom.us/j/86215223114>, Meeting ID: **862 1522 3114**, Dial in: +1 646 518 9805 or +1 646 558 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.

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 August 17, 2023** 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
LISA S. WIELAND
CEO & EXECUTIVE DIRECTOR

SCOPE OF WORK:

In support of its Net Zero goals, the Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services relative to the study and design of sustainable vehicle and equipment fueling infrastructure at multiple Maritime facilities. 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 Architectural, Civil, Structural, Port Operations, Mechanical, Electrical, Utility, Code Compliance, Cost Estimating, Construction Phasing, Climate Resiliency and Sustainable Design.

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

- (1) Understand Massport's Net Zero goals (<https://www.massport.com/massport/about-massport/roadmap-to-net-zero/>).
- (2) Understand Massport's Maritime current vehicle and equipment fleet and its minimum operational requirements.
- (3) Work in close coordination with related Massport efforts, including but not limited to: the Net Zero Program Management Office, the Current and Future Electrical Demand Study, the Utility Conditions Assessment Study, the Electrical Vehicle Fleet Assessment, and the Building Infrastructure Conditions Assessment Study.
- (4) Assess future vehicle and equipment fleet composition.
- (5) Identify the current and future vehicle and equipment fleet's fueling and related infrastructure needs.
- (6) Evaluate different possible sustainable vehicle and equipment fuels and technologies.
- (7) Evaluate possible "bridging" fuels that may serve a temporary function of allowing Massport to move closer to meeting its Net Zero goals for certain vehicles or equipment;
- (8) Identify and evaluate vehicles and equipment capable of meeting the minimum operational needs and that best support Massport's Net Zero goals and timeframes.
- (9) Identify overall facility-wide strategies that will allow for efficient operational and maintenance efforts, while aligning with Net Zero goals.
- (10) Identify additional infrastructure requirements and implications for operations associated with different sustainable fuels and technology options.
- (11) Document existence of a sustainable supply chain including local and sustainable suppliers of alternative fuel technologies.



- (12) Determine efficiency of alternative fuel options for use in heavy duty equipment (e.g. what provides most range per unit cost or other comparison option).
- (13) Identify the maintenance implications for alternative fueling strategies including implications for training of staff in new technology(ies).
- (14) Identify the Environmental impact (e.g. what is greenhouse gas impact per fuel type; comparative environmental impacts/benefit for each alternative).
- (15) Identify the future location of infrastructure needed to provide fuels necessary to consistently operate the future vehicle and equipment fleet at each location.
- (16) Identify current and projected grant opportunities Massport would be eligible for to fund alternative fueling infrastructure and technology.
- (17) Provide engineering, construction and resident engineer services for sustainable vehicle and equipment fueling infrastructure projects that align with our Net Zero goals.

In recognition of the unique nature of the project and the services required to support it, the Authority has scheduled a Consultant Briefing, which will be conducted by way of a virtual video conference at **10:00 AM (Local Time) on July 13, 2023**. The following Zoom instructions shall be used by all participants: Link: <https://massport.zoom.us/j/86215223114>, Meeting ID: **862 1522 3114**, Dial in: +1 646 518 9805 or +1 646 558 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.

BACKGROUND:

FLYNN CRUISEPORT BOSTON

Flynn Cruiseport Boston, owned and operated by the Massachusetts Port Authority (Massport), opened in 1986 and welcomed 13 cruise ships and a total of 11,723 passengers in its first season. Flynn Cruiseport Boston’s main terminal, known as Black Falcon Cruise Terminal got its name from the 440-foot Norwegian merchant vessel Black Falcon which caught fire November 2, 1953 claiming the lives of eight longshoremen. At the time, the terminal served as a United States Army Base. The cruise terminal can accommodate three large cruise vessels via. the Main Berth, Warehouse Berth and 88 Black Falcon Berth.



In 2010, the main homeport terminal (terminal 2) was expanded through an \$11.5M project. As part of this project, the third floor was developed with approximately 83,000 sf of passenger reception, ticketing and boarding area with new bathroom and a VIP lounge. The lower level of the main terminal, measuring 19,000 sf, is used for custom inspection, baggage processing, restrooms and waiting area. The building mezzanine houses office and meeting space.

In February 2015, renovations to the second terminal were completed. The \$3.2 million project included improved ventilation, heating, lighting, additional outlets for power and data to facilitate ticketing and baggage functions, new restrooms, and new storefront installations to provide more daylight into the existing space. In May 2017, Cruiseport Boston was re-named Flynn Cruiseport Boston to honor Ray

Flynn, former Mayor of Boston, for his commitment to the South Boston Waterfront. The cruise terminal is one building with approximately 300,000 sf of space on three floors.

In 2018, Flynn Cruiseport Boston welcomed 151 ships and set a new passenger record of 389,619, including maiden calls by MS Fram (Hurtigruten), Hebridean Sky (Noble Caledonia) and Celebrity Silhouette (Celebrity Cruises).



According to a 2019 report by the Cruise Lines International Association (CLIA):

- Massachusetts is one of the top fifteen states in the United States for economic impact from the cruise industry.
- Cruise industry spending generates over 6,000 jobs and \$428 million in income for Massachusetts workers.
- This same report estimated that cruise industry direct spending in Massachusetts accounted for more than \$393 million.

In 2019, Flynn Cruiseport Boston welcomed over 400,000 passengers through a mix of 145 homeport and port of call ships. In 2019, five ships were homeport in Boston:

- Norwegian Cruise Lines’ Norwegian Gem sails weekly to Bermuda in summer and fall, and sails the Canada/New England coast in September/October. The Gem will offer 3 additional southern Caribbean sailings in March, October, and November.
- Holland America Line’s Zaandam, Zuiderdam, and Veendam sail to Montreal and Quebec, respectively, between May and October.
- Royal Caribbean International’s Serenade of the Seas sails from Boston to ports up and down the Canada/New England coast in September and October as well as to Bermuda three times in 2019.

Flynn Cruiseport Facility Overview			
Berth	Main Berth	Warehouse Berth	88 Black Falcon Berth
Utilities	Water, Telecommunication, Sewage, Power		
Depth alongside	35 ft		
Length	1,200 ft	1,200 ft	1,200 ft
Tidal range	9 ft		
Apron width	60 ft	60 ft	45 ft
Gangway	Automated	Manual	Manual
Terminal service	Full Homeport Service Facility	Port-of-Call Facility	None – Open Berth
Bollards	ranges between 20 ton and 100 ton capacity		
Fenders	Trelleborg Seaguard 2500x4000 Standard Capacity		Pile and Timber Face

Homeport itineraries include sailings to Bermuda, Canada/New England, and various repositioning cruises to Iceland/Greenland, Europe, and the Caribbean. Currently, more than 150 ships from thirty (30) different cruise lines will call Flynn Cruiseport Boston during the 2023 cruise season, which runs from late March through mid-November.

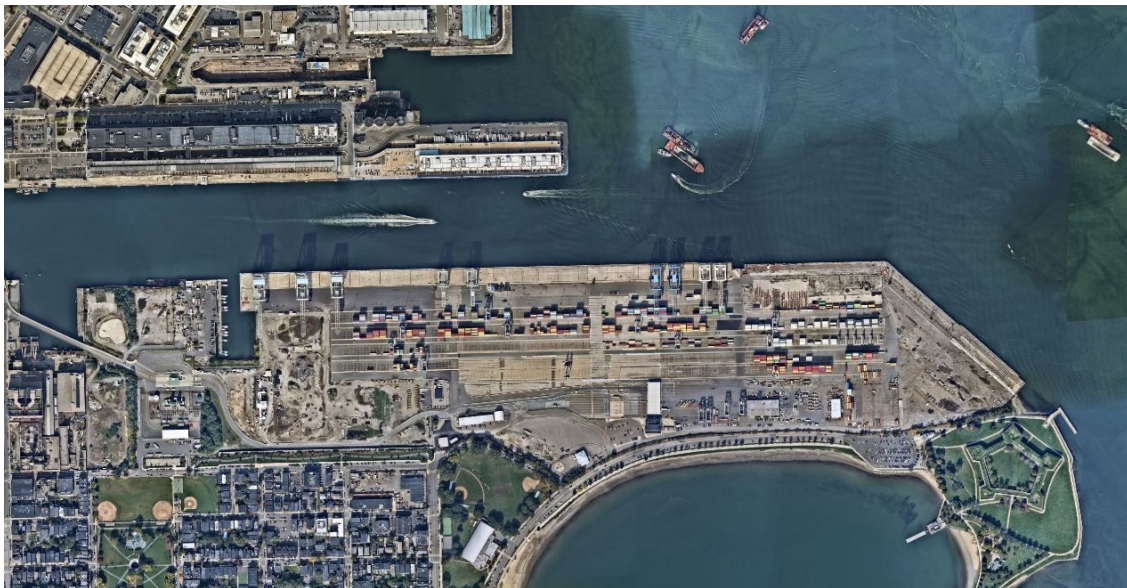
Massport has a fleet of vehicles that operate out of Flynn Cruiseport to assist in cruise operations, including forklifts and lulls used to convey luggage and food stores to cruise ships docked at the port.

PAUL W. CONLEY TERMINAL

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. All of the world's leading container lines ship through the Port of Boston's Conley Terminal, moving nearly 1.5 million metric tons of cargo each year. Several top shipping lines call the Port of Boston on a weekly basis including MSC, COSCO, OOCL, Evergreen and CMA CGM, while ZIM calls on a bi-weekly basis.

The Working Port supports \$8.2 billion in economic impact annually and more than 9,000 jobs. Over 2,500 businesses throughout New England utilize Conley Container Terminal. In 2018, Conley Container Terminal saw record-breaking growth in container volume, setting a record of more than 298,000 TEUs (twenty-foot equivalent units) shipped through the terminal.

The Port of Boston is an economic engine fueling the New England regional economy. This is a testament to the technology, the convenience and the efficiency of the only full-service container terminal in New England. Conley Terminal 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.



Existing Conley Terminal

Massport has invested \$850 million in waterside and landside infrastructure to keep Conley Terminal competitive and cost-effective. The recently completed Boston Harbor Dredging Project is a \$350 million partnership between the U.S. Army Corps of Engineers, the Commonwealth of Massachusetts, and Massport. Massport added three new ship-to-shore cranes with a lift height of 160 feet above the rail and an outreach of 22 containers wide, which were commissioned in October 2021. The Port of Boston now operates nine ship-to-shore cranes at Conley Terminal, although two of the nine cranes are anticipated to be decommissioned in the near future. In addition to the new ship-to-shore cranes, Conley Terminal improvements include the construction of two 50-foot berths, expanded reefer storage, and new in-and-out gate facilities. The Port of Boston also now operates a fleet of 16 RTG's, six of those RTG's are currently slated to be retrofitted with hybrid drive systems and motors before the end of 2024. A \$75 million Freight

Haul Road was opened in 2018 for the trucking community to conveniently access the interstate highways. Conley Terminal is able to support continued growth in the New England region by handling the larger ships now transiting through the Panama and Suez Canals.

Massport has multiple vehicle and equipment types operating out of Conley Container Terminal, including passenger vehicles, light trucks and SUVs, terminal tractors, reach stackers, and forklifts. The current center of operations for vehicles and equipment at Conley is the Maintenance Building; however, in accordance with the Conley Terminal Master Plan, the Maintenance Building is expected to be relocated over the next 5-10 years.

In addition to all of the on-campus equipment and vehicles, outside trucking companies utilize local trucks to deliver and receive shipping containers from Conley's stacks on a daily basis. Approximately 500 outside trucks per day visit Conley Container Terminal to either retrieve a container, delivery a container, or both.

FISH PIER

Constructed in 1911-1913, the Boston Fish Pier has been the focal point of the City of Boston's fish industry for over a century. According to one study, the efficient and sophisticated nature of the Pier made it a model for the world's fishing industry in the early 1900s. In 1936, 339 million pounds of fresh fish passed through the Boston Fish Pier. By 1975, however, the amount was 22 million pounds.



The Boston Fish Pier is on the National Register of Historic Places. It is located in the Seaport District of South Boston and consists of three buildings, one of which serves as a multipurpose function facility. As of 2020, the pier complex housed 20 commercial fishing boats and 19 seafood-related businesses.

Massport is committed to retaining the Fish Pier as a maritime property in support of the fishing industry and its vessels. Massport's policy is to encourage the use of the Fish Pier by commercial fishing vessels and their support industries such as ice manufacturing, net storage, net repair, fueling, and machine shops for light repairs. In 2009, Massport installed shore power for fishing vessels at Fish Pier to eliminate vessel idling while at berth.



In addition to Massport's fish processing tenants, Massport's Maritime Operations and Maritime's Port Police's Operations are centered on the third floor of the Fish Pier East building. Multiple vehicles support Massport's Port Police operations out of this location, and some vehicles associated with Maritime's Operations in South Boston also operate out of this location.

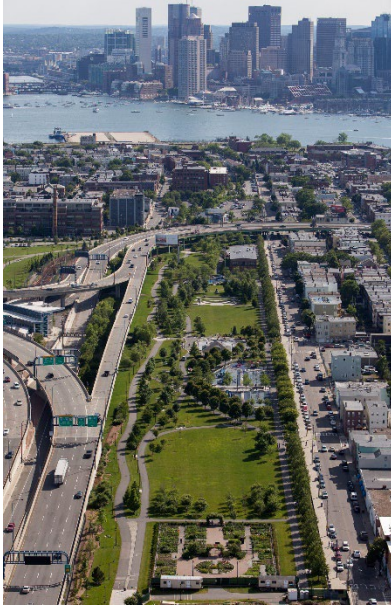
In addition to all of the Massport equipment and vehicles, Massport's tenants also utilize an extensive amount of heavy equipment, and also utilize their own vehicles and

third-party vehicles to import and export fish processing supplies and equipment into and out of the Boston Fish Pier.

EAST BOSTON FACILITIES

The Maritime Operations group maintains Massport's East Boston parks. Just over the past 10 years, Massport has invested \$50 million to develop, maintain and secure 33 acres of green space in East Boston for walking, playing, biking and enjoying panoramic views of the Boston skyline.

These parks include Bremen Street Park, the Navy Fuel Pier Airport Edge Buffer, the Southwest Service Area Buffer Park, the Neptune Road Airport Edge Buffer Park, and Piers Park.



Piers Park II is currently under construction, immediately to the west of Piers Park I, and Piers Park III, which will be located immediately to the south of Piers Park I and II, is currently in the planning and permitting stage.



Maritime Operations manages multiple vehicles and pieces of equipment that are used to maintain the parks. Maritime currently operates a maintenance facility in the East Boston Shipyard; however, there are current plans to construct a new Maintenance Facility in Piers Park, after which the fueling location of Massport vehicles and equipment would be relocated to this new facility.

M734 – SUSTAINABLE VEHICLE AND EQUIPMENT FUELING INFRASTRUCTURE- CONLEY TERMINAL, CRUISE TERMINAL, FISH PIER AND EAST BOSTON PARK MAINTENANCE FACILITIES:

In 2022, Massport's Board of Directors approved a plan for the Authority's reaching Net Zero status for its operations by 2031, Massport's 75th anniversary. A major part of meeting that goal will be to transition from fossil fuels to sustainable fuels for as many pieces of Massport's vehicular and equipment fleets as is possible. Massport is currently considering a number of possible sustainable fuels, including: electric (generated from renewable sources), green hydrogen, biodiesel, ethanol, ammonia, and others. Given the Authority's vast equipment and vehicular fleet, it is currently anticipated that multiple possible fuel types and supporting technologies will be identified and utilized, possibly including "bridging" fuels where no current clear technology is identified, depending on the anticipated location and use. Use of fuels may also transition due to availability of clean fuels and suitable equipment and vehicle technology. It is also possible that the fuel transition may be phased in an effort to allow for decarbonization that aligns with available fuels and technology.

Massport seeks a consulting team to provide professional services relative to the study, design, permitting and implementation of sustainable vehicle and equipment fueling infrastructure for Maritime facilities, including Conley Terminal, Flynn Cruiseport, the Boston Fish Pier and the East Boston Park Maintenance Facilities. The consultant may also be asked to provide engineering, construction and resident engineer services for select projects that align with our Net Zero goals

The first phase of this work will be to perform a study of existing fueling technologies, understanding Massport's vehicle and equipment fleet requirements, identifying future sustainable fuel types and vehicle

models, while incorporating the results of ongoing and/or historic analyses, assessing existing infrastructure and operational parameters, and planning for future infrastructure needs to support sustainable vehicles. Key tasks included but are not limited to:

1. Review Massport's Net Zero goals to understand the Authority's interest in transitioning away from fossil fuel operated vehicles and equipment at Maritime Facilities.
2. Assess the current fleet of Massport Maritime vehicles and equipment, and assess similar equipment using sustainable fuels at other Maritime facilities worldwide; more specifically, determine the prevalence of sustainable fuels in comparable vehicles and equipment, and determine operational capacity of such equipment, documentation of use in cold climates, history of equipment longevity and maintenance requirements, options to support alternative fuel technology, and supporting infrastructure requirements. If deemed necessary, conduct a deep dive benchmark study of up to three ports/Maritime facilities to understand how they are handling similar issues and summarize lessons learned/key findings.
3. Assess future vehicle and equipment fleet composition. Determine if a 1:1 exchange for existing vehicles and future sustainably fueled vehicles is realistic, or if a larger vehicular fleet or alternative supporting infrastructure (e.g. induction charging, fuel cell technology) would be necessary to bridge any operational gaps.
4. Identify and evaluate vehicles and equipment capable of meeting the minimum operational needs while using one or multiple sustainable vehicle and equipment fuels.
5. Identify the current and future vehicle and equipment fleet's fueling needs.
6. Evaluate different possible sustainable vehicle and equipment fuels.
7. Evaluate the current adoption trends of sustainable fuels by maritime industries.
8. Detail each Massport Maritime facilities' current operations and constraints.
9. Identify additional infrastructure requirements associated with different sustainable fuels.
10. Review of each existing facility and compatibility of Massport's infrastructure to adapt to the sustainable fuel use.
11. Identify and address financial, safety, availability, compatibility and regulatory barriers that impact the implementation of sustainable fuel use, if any.
12. Support Massport with internal/external stakeholder engagements for the project, as required.
13. Attend meetings between Massport and local fuel providers to determine available fuel capacity, supply, capabilities and limitations.
14. If the fuel in question is electrical capacity for electric vehicles, support preparation of documentation outlining need for new electrical load and requests for additional electrical lines, (locally considered the Work Order preparation process) for additional service with local power provider. Please note that advancement of the Work Order process with the local power provider often requires a certain level of on-site substation or switch-house design to be prepared to a certain level of satisfaction of the local power provider, and in accordance with their guidelines.
15. Evaluate appropriate methods and strategies for sustainable fuel implementation.



16. Conduct lifecycle cost and benefits (GHG, criteria pollutants reductions) assessment for various alternative fueling strategies given Massport's fleet and equipment make-up.
17. Identify the future location of infrastructure needed to provide fuels necessary to consistently operate the future vehicle and equipment fleet at each location.
18. Future sustainable fueling infrastructure will need to be sited coincidentally with the new Maintenance Building at Conley Terminal. Therefore, review of future vehicle and equipment fleet at Conley Container Terminal and associated fueling infrastructure will require revisiting and updating the Conley Terminal Master Plan, which will be part of this initial scope of work.
19. Identify all grant opportunities relevant to Massport to pursue for identified options.
20. Assist Massport with various State and Federal grant applications related to sustainable fueling infrastructure.
21. Prepare Sustainable Vehicle and Equipment Fueling Infrastructure Study to include, but not limited to:
 - Types of sustainable fuels available.
 - Analysis of sustainable fuel industry.
 - Analysis of use of sustainable fuels in maritime operations worldwide.
 - Anticipated fuel demand necessary.
 - Analysis of reliable sustainable supply chain and reliable future suppliers of sustainable fuels.
 - Evaluation of the current state of sustainable fuels and supporting vehicles and equipment including safety, maintenance, training, environmental impact and technological maturity of various alternative fuel options and technology.
 - Identification of specific sustainable vehicles and equipment that meet Massport's operational needs.
 - Evaluation of reliable future suppliers of sustainable vehicles and equipment.
 - Assessment of industry supporting operation and maintenance of sustainable vehicles and equipment.
 - Recommendation as to the types of sustainable fuels and specific pieces of sustainable equipment and vehicles to be used in the future by Massport to meet Net Zero goals.
 - Necessary fueling infrastructure to support sustainably fueled equipment and vehicles.
 - Recommended location for future fueling infrastructure at each location identified. At Conley Container Terminal, this task is anticipated to be based on the results of an update to the Conley Terminal Master Plan, which will nevertheless be produced as a separate document by the consulting team.
 - Recommendations for extending the operational cycle of equipment that might otherwise be limited by the use of certain fuels, such as cold weather battery limitations when using fully electric equipment.
 - New capital cost analysis for sustainable fueling infrastructure.
 - New capital cost analysis for sustainable fueled equipment and vehicles.
 - Cost analysis for provision of sustainable fuels as compared to current fuel costs.
 - Identification of local sustainable fuel providers.
 - Identification of local supporting companies to provide parts and technical assistance to Maritime Operations personnel for sustainable equipment and vehicles.
 - Evaluation on the anticipated schedule for implementation.



- Analysis of evaluated alternative fuels for environmental impacts including reduction in greenhouse gas emissions and criteria pollutants.

Where the above studies identify clean vehicles, equipment and infrastructure opportunities that can support Massport's Net Zero goals, the Consultant may also be asked to provide engineering, construction and resident engineering services for select projects identified by the Authority, as described below.

Engineering:

After the Study has been completed by the Consultant, Massport shall review with the Consultant the proposed sustainable fueling system(s) to reach an approved conceptual design to advance engineering and procurement. Depending on the overall scope of work identified during the study, Massport reserves the right to separate out work by location and solicit separate new consulting teams for implementation of sustainable fueling infrastructure at different locations.

Once the conceptual design has been approved by Massport, the Consultant may be asked to develop engineering specifications and drawings, fueling infrastructure systems that cover the following disciplines (as necessary):

1. Architectural
2. Civil/Structural
3. Mechanical
4. Plumbing
5. Electrical
6. Geotechnical

The Consultant may be asked to prepare a BIM model as part of the work that will support preparation of progress drawings sets and corresponding cost estimates for Massport review at the 30%, 60%, and 90% engineering design levels prior to submitting final, signed and stamped, Bid Set drawings. Where the following requirements are met:



- 30% design shall provide Massport sufficient information to obtain project permits with local authorities having jurisdiction (AHJs).
- 60% design shall provide Massport engineering drawings and specifications/environmental permitting that demonstrates constructability of the project without any significant future design changes.
- 90% design shall provide Massport full engineering and design drawings and specifications for review and comment. This will be the final drawing set prior to Consultant submitting Bid Set drawings prior to PE stamp.

The Consultant shall coordinate with Massport to determine applicable regulations and environmental impacts that includes the following:

1. Coordination with Massport's permitting team to comply with environmental requirements.

2. Evaluation of the visual and noise impact of proposed fueling systems.
3. Evaluation of the safety of the proposed fueling systems.
4. Evaluation of potential environmental impact of sustainable fueling system implementation.
5. Identify applicable permitting requirements, and prepare any necessary environmental permit applications to complete the work for Massport review.
6. Attendance, and representation on behalf of Massport, as necessary, at permitting and community meetings.
7. And other duties, as necessary.

Construction Support:

As directed by Massport, the Consultant may be asked to prepare final signed and stamped drawings suitable for public bidding and shall support Massport during the bidding process by responding to questions and clarification requests. Once a Contractor has been procured, the Consultant shall support Massport through the construction process covering the following activities:



1. Response to construction related RFIs or other questions during the bidding process.
2. Review of Contractor and/or vendor submittals.
3. Responses to RFIs and requests for clarification during the construction process.
4. Onsite resident engineering and site inspections.
5. Review of payment requisitions and requests for Change Orders.
6. Attendance at weekly construction meetings.
7. Preparation of for-construction and as-built drawing sets that comply with Massport’s standards.
8. And other duties as outlined within Massport’s contract with the Consultant.

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 and it will be particularly important to demonstrate this 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 others tools) to increase the reliability and significantly improve projects and teams’ performance, and
- (4) Demonstrated project experience in evaluation of and recommendations for phased implementation of clean fuel technologies for maritime vehicles and equipment and associated sustainable fueling infrastructure and technologies, including bridging strategies for areas where

technology may be developing, if applicable. Additionally, relevant experience with 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 of projects including embodied carbon, and innovative renewable energy strategies. Firms are encouraged to demonstrate “outside of the box” thinking for examples of inclusion of sustainable practices and specify how those practices may be applied to this specific project proposal, 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. It is currently anticipated that Federal Funding will be pursued as part of this project. 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 (www.gsa.gov/portal/forms/download/116486) with the appropriate number of Part IIs. 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 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 Directors as defined in MGL Chapter 7C Section 44.

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.

- 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 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 August 17, 2023** 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	July 5, 2023
Consultant Briefing	July 13, 2023 at 10:00 AM
Deadline for submission of written questions	July 20, 2023 at 12:00 PM (noon)
Official answers published (Estimated)	July 27, 2023
Solicitation: Close Date / Submission Deadline	August 17, 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:

Project requirements include, but are not limited to:

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.

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/>.

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 be credited toward meeting Project DBE goals.

MASSACHUSETTS PORT AUTHORITY
LISA S. WIELAND
CEO & EXECUTIVE DIRECTOR