



MASSACHUSETTS PORT AUTHORITY
CAPITAL PROGRAMS AND ENVIRONMENTAL AFFAIRS DEPARTMENT
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REQUEST FOR QUALIFICATIONS

M699 – NEW MAINTENANCE BUILDING

CONLEY CONTAINER 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. **M699 – NEW MAINTENANCE BUILDING, CONLEY CONTAINER TERMINAL, SOUTH BOSTON, MASSACHUSETTS**. The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, permitting and construction related services, including resident inspection, relative to the construction of a new maintenance building, as well as rehabilitation of other buildings, as necessary, at Conley Container Terminal located 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 Architectural, Civil, Structural, Mechanical, Electrical, Plumbing, HVAC, Geotechnical Engineering, Code Compliance, Permitting, Vertical Transportation, Maritime Container Terminal Operations, Cost Estimating, Construction Phasing, Climate Resiliency, Sustainable Design and Lean Design.

The contract will be work order based, and the Consultant’s fee for each work order shall be negotiated; however, the estimated total project budget is **\$30,000,000**.

A Supplemental Information Package will be available, on **Wednesday, July 17, 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.

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 via zoom link **11:00 AM – 11:30 AM Zoom Link** <https://massport.zoom.us/j/88142107387> on **Tuesday, August 13, 2024**. 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, NAC, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on Thursday, August 29, 2024** 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
EDWARD C. FRENI
INTERIM CEO & DIRECTOR OF AVIATION



INTRODUCTION SCOPE OF WORK:

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for MPA CONTRACT NO. **M699 – NEW MAINTENANCE BUILDING, CONLEY CONTAINER TERMINAL, SOUTH BOSTON, MASSACHUSETTS**. The Authority is seeking qualified multidiscipline consulting firms or teams, with proven experience to provide professional services including planning, design, permitting and construction related services, including resident inspection, relative to the construction of a new maintenance building, as well as rehabilitation of other buildings, as necessary, at Conley Container Terminal located 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 Architectural, Civil, Structural, Mechanical, Electrical, Plumbing, HVAC, Fire Protection, Geotechnical Engineering, Code Compliance, Permitting, Vertical Transportation, Maritime Container Terminal Operations, Cost Estimating, Construction Phasing, Climate Resiliency, Sustainable Design and Lean Design.

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

- (1) Investigation and Data Gathering,
- (2) Programming Study,
- (3) Preliminary Design,
- (4) Permitting,
- (5) Final Design and Bid Documents,
- (6) Bid Phase Services, and
- (7) Construction Phase Services.

The Authority's general expectations of the consultant is having prior experience on similar projects, including experience assessing existing conditions; conducting programming studies; developing design concepts; preparing design and bid documents; preparing a BIM model; cost estimates; coordination of permitting applications and process; providing construction support services, providing field inspections and resident engineering; managing commissioning and closeout of a construction contract. Construction will need to be coordinated fully with Massport and phased to minimize impacts to Conley Terminal operations.

BACKGROUND:

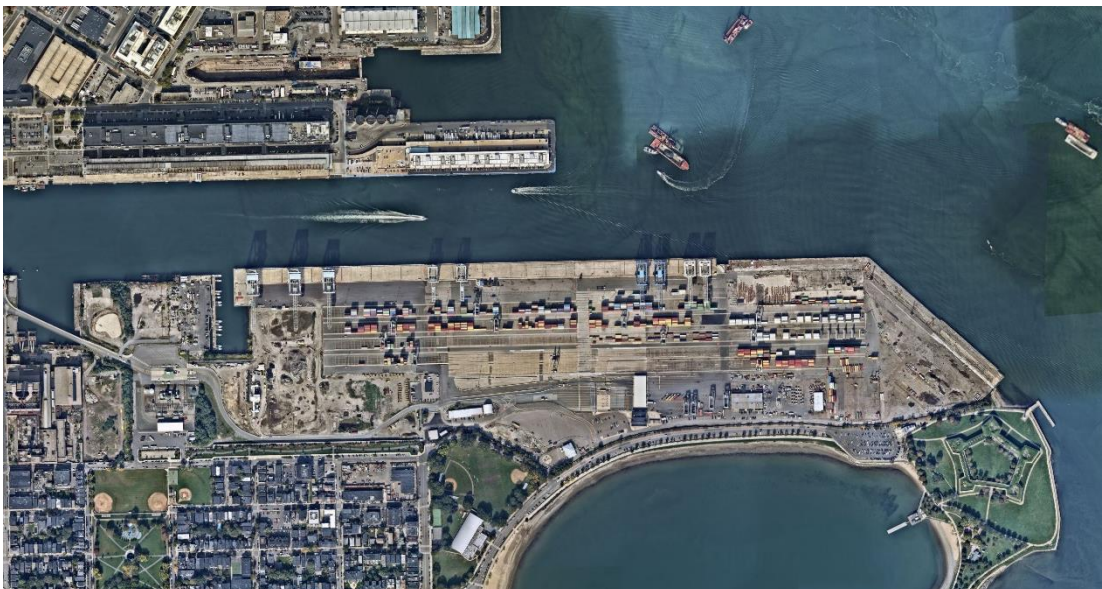
The Port of Boston's Paul W. Conley Terminal (Conley Terminal) is owned and operated by the Massachusetts Port Authority (Massport). Conley Terminal is the only full-service container terminal in New England. Conley Terminal is an economic engine fueling the New England regional economy. The terminal facilitates the movement of goods to New England's markets with speed and efficiency ensuring that the region's 14 million consumers have the products they need, when they need them, while also providing a gateway to the world for the region's exporters.

The Working Port supports \$8.2 billion in economic impact annually with 66,000 jobs. The Terminal also services warehousing and distribution for all six New England states. Conley Terminal handles nearly 2.3 million metric tons of cargo each year. Conley Terminal's economic impact has doubled since 2012 and over 2,500 businesses throughout New England utilize Conley Container Terminal. 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. There are now six services connecting New England to China,



North Europe, Southeast Asia, including Vietnam and India, the Mediterranean, Middle East, and Latin America.

Over the last decade Massport has invested \$850 million in waterside and landside infrastructure as part of the Conley Terminal Modernization Program (the Program), to keep Conley Terminal competitive and cost-effective. The Program includes the Boston Harbor Dredging Project, a \$350 million partnership between the U.S. Army Corps of Engineers, the Commonwealth of Massachusetts, and Massport. The project was completed in June of 2022, dredging the harbor to -47 feet and expanding the turning basin to 1,725 feet. The deepening of the main ship channels enables the port to better accommodate the large container vessels calling today and even larger ships expected in the future. As part of the \$215 million New Berth 10 project, Massport constructed a brand new berth on the northern side of the Former Coastal Oil site, and added three new ship-to-shore cranes with lift height of 160 feet above the rail and an outreach of 22 containers wide. The cranes were commissioned in October 2021.



Existing Conley Terminal

Other Program improvements at Conley Terminal include the construction of one additional 50-foot berth at Berth 11 (in addition to the new 50-foot Berth 10), expanded reefer storage, and new in-and-out gate facilities, all of which were facilitated by the award of \$42 million in funding as part of an overall program of \$103 million in spending from a 2016 FASTLANE Grant issued to Massport by the United States Department of Transportation Maritime Administration (MARAD).

The Port of Boston also now operates a fleet of 16 Rubber Tired Gantry cranes (RTGs). A \$75 million Dedicated Freight Corridor was opened in 2017 for the trucking community to conveniently access the interstate highways. Conley Terminal is able to support continued growth by handling the larger ships now transiting through the Panama and Suez Canals. Key containerized cargos include: Seafood, Beer/Wine, Footwear, Apparel, Furniture, Waste paper, and Scrap metal.

CONLEY TERMINAL OPERATIONS AND MAINTENANCE BUILDING

Massport has multiple vehicle and equipment types operating out of Conley Container Terminal, including passenger vehicles, light trucks and SUVs, RTGs, terminal tractors, reach stackers, and forklifts. 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.

The current center of operations for vehicle and equipment operation and maintenance at Conley is the existing Maintenance Building, in coordination with the Satellite Garage, existing diesel fueling center and equipment parking area. Exterior spare parts storage is located in heated storage containers adjacent to the Maintenance Building. The entirety of the current maintenance operation including parts storage will need to be accommodated in the new Maintenance Building.



Existing Maintenance Building

- The existing Maintenance building is approximately 100 feet wide by 215 feet long, providing approximately 21,500 square feet of space. The building is divided between a large maintenance bay, equipment and materials storage, offices, bathrooms, and a break area.
- Located approximately 350 feet to the east of the existing Maintenance Building, the Satellite Garage is a remote maintenance bay area that is 150 feet in length and 50 feet in width, providing another 7,500 square feet of work area separated into 5 bays.
- Located between the Maintenance Building and the Satellite Garage is a vehicle fueling area, serviced by underground diesel fuel tanks and a canopy, as well as parking for a number of vehicles at Conley Terminal, including tractors, service trucks, and reach stackers.
- Immediately to the west of the Maintenance Building is parking for Rubber Tired Gantry Cranes (RTGs) that require service.
- Immediately to the north of the Maintenance Building are heated shipping containers utilized to store parts in a controlled environment for which there is no current storage allocated at the Maintenance Building.
- The former Passport Building is located on the western side of Conley Terminal. The facility contains an area used for storage of spare parts that is approximately 15 feet wide by 175 feet long.





SCOPE OF WORK:

Massport is seeking a consulting firm or a team, with proven experience to provide professional services including planning, design, permitting and construction related services, including resident inspection, relative to the construction of a new Maintenance Building, including demolition and rehabilitation of certain existing buildings, as necessary, at Conley Container Terminal located in South Boston, Massachusetts.

- The project is primarily to design a new Maintenance Building in the location of the existing White Fuel Building at Conley Terminal and to demolish the existing White Fuel, Maintenance and Satellite Garage buildings.
- As the White Fuel Building will be demolished, part of the project will involve relocating current program functions from the existing White Fuel Building to other locations (temporarily or permanently) prior to construction.
- The new Maintenance Building will need to be sized appropriately to incorporate the existing functions of:
 - the existing Maintenance Building,
 - the existing Satellite Garage,
 - the existing remote spare parts storage locations, including: heated shipping containers and the Passport Building garage area.
- The new Maintenance Building will need to support Conley Terminal vehicle and equipment parking, both on a temporary (for vehicles being repaired) and permanent basis.
- Massport has committed to reaching Net Zero for all of its facilities by 2031. As part of that commitment, Maritime Operations plans to transition to sustainable fuels (where feasible). Thus, the new Maintenance Building will need to support sustainable fuel delivery to Conley Terminal's vehicles. Further, the Maintenance Building will need to be equipped (where feasible) with the equipment needed to maintain new sustainable vehicles and equipment.
- The new Maintenance Building design should also incorporate the latest materials, envelope and systems that reflect Massport's commitment to Net Zero and efficient sustainable building design and construction.
- Work will also involve some renovation or improvements to other Conley Terminal buildings, such as the existing Administration Building, as required.

Key tasks included but are not limited to:

Investigation and Data Gathering

This task includes review of existing information, including as-built documentation, historic permits, and other essential records. In addition, and as might be required for enabling, design and construction of the new Maintenance Building the consulting team will conduct a more comprehensive inspection of existing conditions, including but not limited to laser scanning of critical existing facilities and construction of associated BIM models. Based on this investigation and data gathering the team will produce an Existing Conditions Report documenting findings and information critical to the development of the new Maintenance Building.

Programming Study

This task will begin with an analysis of the current and future operational and maintenance needs of Conley Terminal, and the preparation and presentation of multiple alternatives for redevelopment. The Programming Study shall include the following:



- Review of existing conditions, including the Conley Terminal Facility Plan.
- Evaluate the functions of the existing building located at the site of the future Operations and Maintenance building (i.e. the White Fuel Building) and plan for relocation of those functions, most importantly, the existing IT functions.
- Evaluate the functions necessary to take place at the facility, including, but not limited to: space for repair and maintenance of vehicles and equipment, vehicle and equipment fueling locations, storage for spare parts and documents, offices, break rooms, work areas, and meeting rooms.
- Evaluate spatial and organizational needs to implement the required functions in the most efficient manner possible.
- Preparation of Conceptual Layout Plans for alternatives.
- Budget level cost estimates.
- Conceptual schedules for Alternatives, including permitting timeframes.
- Meet with Massport in evaluating and selecting preferred alternatives for each facility.
- Preparation of a Programming Study report, which will outline the scope, anticipated schedule, and budget of the selected alternatives.

Preliminary Design

Preliminary design is anticipated to include preparation of concept designs and concept cost estimates, which will be formalized into a concept design report. The consulting team will prepare preliminary designs in BIM for the scope of work, to a suitable design level for permit applications. The team will also prepare a phased design schedule and an anticipated construction schedule, and a preliminary cost estimate for the work. Attention and priority should be given to Massport's Net Zero initiative and sustainable design strategies. The team will meet with Massport to present its findings.

Permitting

This task is anticipated to include preparation of a draft plan, and a project permitting narrative including preparation of a Notice of Intent for the Boston Conservation Commission. The consultant should provide required copies and public/abutter notices, including any additional regulatory coordination. The consultant will ensure that all permitting activities are coordinated and reviewed with and by Massport as part of the submission process.



Entrance to Existing Maintenance Building

Final Design and Bid Documents

After the preparation of the preliminary design, this task is anticipated to include preparation of final construction documents and BIM models, specifications, and cost estimates and bid documents, including construction plans, technical specifications, and anticipated construction schedule, a final constructability review, cost estimates and construction phasing plan.

Bid Phase Services

The Consultant shall provide 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, attendance at regularly scheduled construction meetings including meeting documentation, site visits to verify work progress and ongoing activities, resident engineering, review of change orders, responses to requests for information, review of payment applications, final site inspections, and preparation of record drawings and project close-out information.

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 **via zoom 11:00 AM – 11:30 AM via Zoom Link <https://massport.zoom.us/j/88142107387> on Tuesday, August 13, 2024**. 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).



Side Doors to Existing Maintenance Building



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/system/files/SF330-21.pdf) with the appropriate number of Part IIs. M/WBE certification of the prime and sub consultants shall be current at the time of submittal and the Consultant shall provide a copy of the M/WBE certification letter from the Supplier Diversity Office for M/WBE, 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 CEO/President and 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.



Heated Containers Storing Parts

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 Prime “Designer” as defined in MGL Chapter 7C Section 44, 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 Requirements and Registration of the Prime “Designer” as defined in MGL Chapter 7C Section 44 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 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, NAC, Director of Capital Programs and Environmental Affairs and received no later than **12:00 Noon on Thursday, August 29, 2024** 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	Wednesday, July 17, 2024
Consultant Briefing ZOOM	Tuesday, August 13, 2024 at 11:00 AM https://massport.zoom.us/j/88142107387
Deadline for submission of written questions	Monday, August 19, 2024 at 12:00 PM (noon)
Official answers published (Estimated)	Friday, August 23, 2024
Solicitation: Close Date / Submission Deadline	Thursday, August 29, 2024 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 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:

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/>.

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 exceed the stated goal.

Applications from M/WBE firms as prime consultant are encouraged. Applicants that are themselves M/WBE 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 in the Commonwealth of Massachusetts be credited toward meeting Project M/WBE goals.

**MASSACHUSETTS PORT AUTHORITY
EDWARD C. FRENI
INTERIM CEO & DIRECTOR OF AVIATION**