



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

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## **REQUEST FOR QUALIFICATIONS**

# **L1840 LOGAN NPDES PERMIT INFRASTRUCTURE PROGRAM LOGAN INTERNATIONAL AIRPORT ONE HARBORSIDE DRIVE, 209S EAST BOSTON, MASSACHUSETTS**

## **SUPPLEMENTAL INFORMATION PACKAGE**





**LEGAL NOTICE**  
**REQUEST FOR QUALIFICATIONS**

The MASSACHUSETTS PORT AUTHORITY (Authority) is soliciting consulting services for **MPA CONTRACT NO. L1840 – LOGAN NPDES PERMIT INFRASTRUCTURE PROGRAM, LOGAN INTERNATIONAL AIRPORT, ONE HARBORSIDE DRIVE, EAST BOSTON, MASSACHUSETTS**. The Authority is seeking qualified multidiscipline consulting firm or team, with proven experience to provide professional services pertaining to stormwater drainage system and sanitary sewer improvements, investigation, design, bid, and construction-related services including resident engineering inspection. These services are expected to be provided at Logan International Airport in East 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 numerous disciplines including but not limited to all aspects of NPDES Permit Compliance Stormwater Water Quality Assessment, Pathogen Source Tracking and Cross Connection Investigations, Stormwater Modeling, Green Infrastructure Design, Development and Design of Treatment Systems to achieve Water Quality-Based Effluent Limits, Civil and Utility Design, Cost Estimating, Construction Phasing, Climate Resiliency, and Sustainable Design within a spatially and operationally constrained international airport setting.

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 **\$5,000,000**.

A Supplemental Information Package will be available, on July 31, 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](http://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 **via zoom at 10:00 AM on Wednesday, August 7, 2024** via the following link: <https://massport.zoom.us/j/81050703741?pwd=liKGE5kxnbAKnhVBBNQzTznYJqObRv.1>, Meeting ID: 810 5070 3741, Passcode: 621297, Dial In Number: +1 (646) 518-9805. 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/>. 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 September 12, 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**



## **SCOPE OF WORK:**

The Authority is seeking a qualified multidiscipline consulting firm or team, with proven experience in providing professional services that include stormwater and sanitary sewer investigation plan development and implementation inclusive of illicit discharge detection and elimination and pathogen source tracking; and design, bid, and construction related services, including resident inspection. These professional services pertain to Logan International Airport (Logan) NPDES Permit Infrastructure (existing stormwater drainage system) and portions of the sanitary sewer at Logan to achieve compliance with the Water Quality-based Effluent Limits for bacteria (*Enterococcus* and fecal coliform) pursuant to Logan NPDES Permit MA0000787 (Logan Permit) issued August 25, 2023. The Consultant shall work closely with the Authority and other interested parties to provide such services in a timely and effective manner in accordance with the regulatory-driven schedule (“Regulatory-driven Schedule”).

The consultant shall demonstrate experience in a multitude of disciplines including but not limited to NPDES Permit Compliance Stormwater Water Quality Assessment, Pathogen Source Tracking and Cross Connection Investigations, Stormwater Modeling, Green Infrastructure Design, Development and Design of Treatment Systems to achieve Water Quality-Based Effluent Limits, Civil and Utility Design, Cost Estimating, Construction Phasing, Climate Resiliency, and Sustainable Design within a spatially and operationally constrained international airport. The Consultant shall demonstrate that the team is sufficiently staffed at all levels, including an appropriate breadth of expertise as well as sufficient number of staff to support field programs with aggressive schedules and logistical time constraints, including off-hours work.

The scope of work shall include, but not be limited to the following. Timeframes and deliverables included are tentative and subject to change:

- (1) Reviewing and fully understanding the Logan NPDES Permit and all other relevant and pertinent documentation pertaining to achieving compliance with the Water Quality-based Effluent Limits (WQBELs) at the North, Porter Street, Maverick Street and West Outfall Drainage Areas (refer to Figure 1).
- (2) Reviewing and becoming fully knowledgeable of the updated drainage maps’ content of the North, Porter Street, Maverick Street and West Outfall Drainage Areas where the WQBELs apply. Updating drainage maps as investigations proceed to incorporate changes and corrections.
- (3) Implementing **Dry Weather and Wet Weather Investigation Plans** within the specified outfall drainage areas pursuant to the Regulatory-driven Schedule. Limited portions of the North Drainage Area Dry Weather Investigation will be performed by Others in advance of this scope of work. Milestone deadlines are subject to change, but are anticipated to be dates within the following timeframes:
  - a. North Drainage Area Dry Weather Investigation with estimated project completion by Q3, 2025.
  - b. Porter St and Maverick St Drainage Dry Weather Investigation with estimated project completion by Q4, 2026.
  - c. West Drainage Dry Weather Investigation with estimated project completion by Q2, 2028.
  - d. North, Maverick Street, and Porter Street Drainage Areas Wet Weather Field Investigations with estimated project completion by Q4, 2027, and the
  - e. West Drainage Dry and Wet Weather Investigation by Q2, 2028.Dry and Wet Weather Investigations shall be documented in regular status reports.
- (4) Preparing a **Non-Structural Control Plan** covering the four Drainage Areas by Q4, 2025, and overseeing the implementation of the Non-Structural Control Plan by Q4, 2026 in coordination with multiple Massport departments.



- (5) Developing and completing a **Green Infrastructure Suitability Analysis** and Description of **Pilot Program** by Q4, 2026.
- (6) Overseeing **Pilot Program** by Q4, 2029, evaluating effectiveness of non-structural and/or structural control(s) piloted, and incorporating findings into future planning.
- (7) Overseeing **Priority Bacteria Mitigation Projects** within the Four Drainage Basins.
- (8) **Preparing design, bid and procurement documents** to meet the Regulatory-driven Schedule for:
  - a. **Sediment Removal** in North Drainage Area by Q3, 2025, Porter and Maverick Drainage Areas by Q4, 2026, and West Drainage Area by Q2, 2028. The bid document shall include all associated activities necessary for the performance of the sediment removal, including CCTV for condition verification, and off-site sediment disposal at a permitted receiving facility.
  - b. The **Find-It Fix-It Program** to eliminate illicit discharges within the:
    - i. North, Porter Street and Maverick Street Drain Areas with project completion by Q4, 2027,
    - ii. West Drainage Area with project completion by Q4, 2028.
  - c. **Piloting of Best Management Practices** by Q4, 2029.
  - d. **Implementation of Priority Bacteria Mitigation Projects** to mitigate bacteria concentrations within to meet the Regulatory-driven Schedule, estimated to be between Q3, 2030 and Q4, 2033.
  - e. Using design and spatial technologies, including Autodesk's Civil 3D and ESRI's ArcGIS. Deliverables are to be in compliance with Massport's Site/Civil CAD standards (<https://www.massport.com/sites/default/files/2023-10/CAD%3AGIS%20Guidelines.pdf>) and delivered to Massport in .DWG format.
  - f. Preparing engineering cost estimates.
  - g. Providing construction support services, field inspections and resident engineering during construction to ensure contractor's compliance.
- (9) Providing **Licensed Site Professional (LSP) services** as needed to support characterization of waste sediment for disposal, evaluate environmental conditions within areas where project alternatives are proposed, and give input to bid documents.
- (10) Preparing the **NPDES Permit Reissuance Application** for submission to USEPA and MassDEP by Q2, 2028, and assisting the Authority with all related activities, such as responding to response to comments to the Draft Permit.
- (11) Preparing a **Logan Stormwater Master Plan** using information gained during investigation as well as findings of the Green Infrastructure Suitability Analysis, Pilot Program and Priority Bacteria Mitigation Projects:
- (12) Managing the **commissioning of Logan NPDES Permit Infrastructure improvements**.
- (13) **Achieving compliance with the Logan Permit WQBELs** for Enterococcus in stormwater discharges at the North, West, Porter Street and Maverick Street, and fecal coliform in stormwater discharges at the North Outfall.
- (14) **Performing Project Administration:**
  - a. Performing day-to-day project management for the overall project including all contractors, coordination of project activities, team resources and maintenance of project schedule as more fully described in the Work Order Scope of Work.
  - b. Preparing semi-annual reports for USEPA submission.
  - c. Preparing meeting agendas, data summaries, maps and other graphical materials as needed for all Massport and regulatory agency meetings.
  - d. Maintaining written records of all meetings and maintain electronic files of all verbal and written correspondence with all parties, and any other task that Massport may require in support of this Program.



## **LOGAN INTERNATIONAL AIRPORT:**

Logan International Airport (Logan) is owned and operated by the Massachusetts Port Authority (Massport), a crucial hub in Boston and a significant participant in New England's passenger and cargo transportation networks. As the primary airport for the Boston metropolitan area, Logan Airport serves as the main New England airport for long distance services and is an important international gateway for transatlantic services. Located less than three miles from downtown Boston, the Airport spans about 2,400 acres in East Boston and Winthrop, including 700 acres in Boston Harbor. Logan Airport's airfield comprises six runways, approximately 15 miles of taxiway, and about 240 acres of concrete and asphalt apron. The Airport has four interconnected passenger terminals, Terminals A, B, C, and E, each equipped with ticketing, baggage claim, and ground transportation facilities.

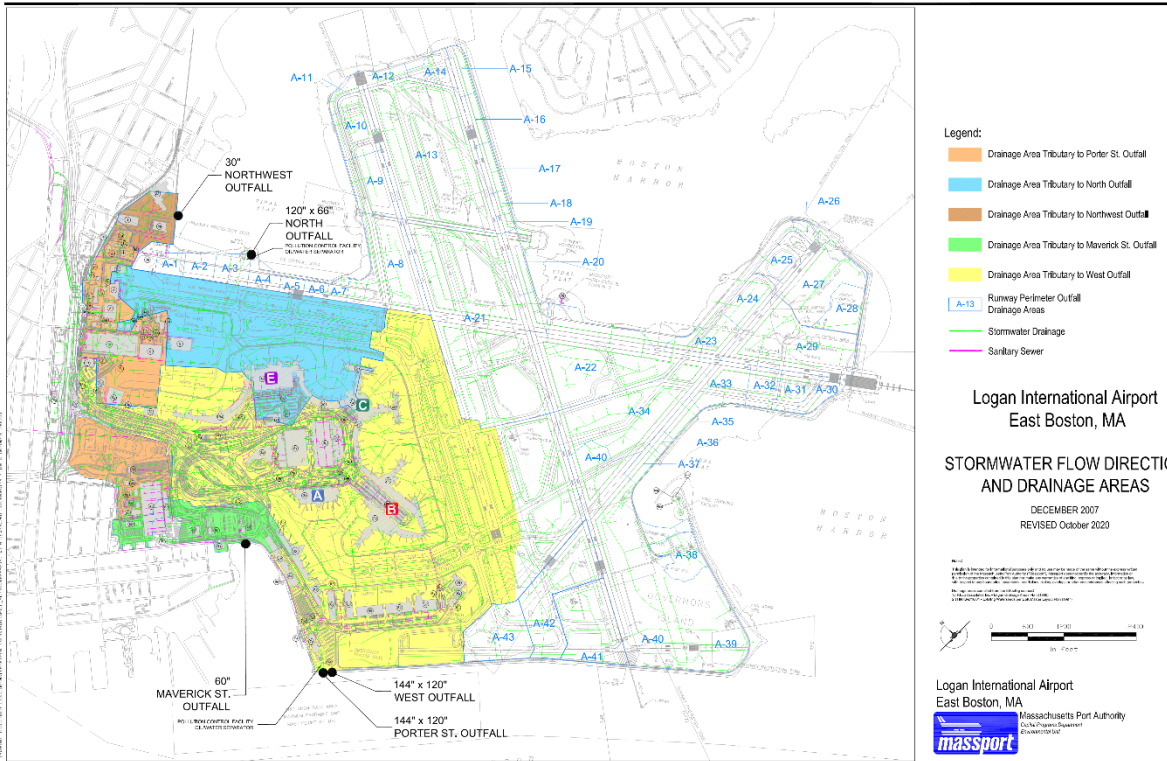
## **THE LOGAN NPDES PERMIT INFRASTRUCTURE (STORMWATER DRAINAGE SYSTEM) PROGRAM:**

### **SCOPE OF WORK PROGRAM OVERVIEW**

Massport seeks to mitigate bacteria concentrations within Logan International Airport's existing stormwater drainage system within four stormwater drainage areas that discharge to Boston Harbor to comply with the US EPA NPDES Permit MA0000787 WQBELs for Enterococcus and fecal coliform. This may include stormwater drainage system enhancements such as mitigation of certain portions of the drainage system which are allowing for inflow, as well as portions of the sanitary sewer that are identified as the source of dry weather bacteria contributions to the stormwater drainage system. Other potential sources of bacteria shall also be investigated to determine appropriate mitigation. An extensive, multifaceted program shall be undertaken to achieve the regulatory-prescribed effluent limits and aggressive Regulatory-driven Schedule.

The four drainage basins subject to the WQBELs, comprise a total of approximately 767 acres with individual basin ranging from 34 acres to 449 acres. There are 361,728 linear feet of storm drain, 1,240 stormwater manholes, 1,875 catch basins, 80,945 linear feet of sanitary sewer, and 441 sanitary sewer manholes (the sanitary sewer discharges to the MWRA sanitary sewer system). Stormwater infrastructure is depicted on Figure 1 below.





**Figure 1 – Stormwater Flow Direction and Drainage Areas**

The Logan NPDES Infrastructure Program (Program) will be undertaken in sequential phases beginning with implementation of the Dry Weather Investigation Plan. The dry weather investigation will be conducted within each of the four stormwater drainage basins to ascertain if illicit discharges or other dry weather sources from the sanitary sewer into the storm water sewer system exist.

Sediment removal will be undertaken within the stormwater drainage system. Additionally, illicit connections or sanitary sewer breaches that result in dry weather sources of bacteria to drainage will be identified for mitigation as part of a “Find-It Fix-It” Program. The Consultant shall produce design and bid documents for public bidding to retain a Contractor to implement sediment cleaning as well as the “Find It Fix It” scopes of work identified. A similar approach will be undertaken in the implementation of the Wet Weather Investigation Plan. Based on findings of the Wet Weather Investigation Plan, the Consultant will design a Pilot Program for stormwater mitigation which will be publicly bid for Contractor services. Upon identifying an effective alternative, additional Priority Bacteria Mitigation Projects will be designed for installation through the public bidding process for Contractor services. There may be similar or different alternatives within each of the outfall drainage basins. The Consultant shall conduct Post-Construction System Performance Monitoring to measure whether the WQBELs within each of the four drainage basins have been achieved. A Stormwater Master Plan shall be developed incorporating findings of all phases of work to create a comprehensive plan to meet the WQBELs in all drainage areas, if not already achieved.

The key tasks for the Program are described below but are not limited to:



### Data Review and Investigations

This task includes an in-depth review of historic information, and assessment of the existing stormwater and sanitary sewer system at Logan International Airport. This task involves gathering additional data regarding existing conditions and all testing necessary to evaluate the condition of the existing sanitary sewer system to ascertain if system breaches are causing elevated bacteria concentrations to the stormwater drainage systems that exceed the WQBELs for Enterococcus and fecal coliform at the North, West, Porter Street and Maverick Street Outfalls. This task also entails review of the most recent updated stormwater drainage maps, historical analytical data, historical memos, studies and investigations, and existing electronic records.

Massport's utility data is stored in its GIS as well as its AutoCAD files. In addition, record drawings are stored and organized in Massport's drawing management system, Adept. These sources of data are to be utilized for the review of historic information, existing conditions and the assessment of the stormwater and sanitary sewer systems within these four main drainage areas. All design and data conversion or creation must be done utilizing Civil 3D and delivered in its .DWG format, or utilizing GIS, if/as requested by Massport.

### Dry Weather and Wet Weather Investigations and Sediment Removal

The Consultant shall implement the Dry Weather and Wet Weather Investigation Plans that includes sampling from upstream sub-catchments, molecular sampling to ascertain bacteria sources, and sampling of other media in accordance with the EPA compliance milestones. The Consultant shall provide services, including sub-contractor services, to perform drainage, sewer, and building plumbing investigations using all recommended investigation techniques, potentially including but not limited to: pipeline camera inspection, dye testing, dyed water flood testing, smoke testing, flow testing, manhole inspection. The consultant shall prepare bid and procurement documents to assist Massport in procurement of a Contractor to complete sediment removal as well as recommended mitigations for identified dry weather sources such as illicit connections, damaged piping, or other inflow to the drainage system.

### Non-Structural Control Plan

The Consultant shall develop a Non-Structural Control Plan within the milestone timeframe established that describes feasible measures that are or will be routinely implemented to reduce bacteria in stormwater runoff from impervious surfaces. Non-structural controls consist of enhanced Best Management Practices such as street sweeping, catch basin and storm drain line cleaning conducted at a frequency that results in measurable reductions in bacteria at the outfalls. Other recommended measures may be reviewed at this time, in close coordination with Massport departments and stakeholders, to determine whether they are feasible to implement or pilot as part of future piloting activities.

### Green Infrastructure Suitability Analysis and Best Management Practice Pilot Program

The Consultant shall conduct a Green Infrastructure Suitability Analysis which must clearly describe all data inputs required for the Analysis (including but not limited to soil and groundwater information, ground cover, pipe depth limitations, land use, airport operations and spatial constraints). The analysis shall include the criteria used to evaluate suitability of various green and grey infrastructure alternatives which could be considered for selection of Pilot Programs, Priority Bacteria Mitigation Projects, and Stormwater Master Plan development.

A Pilot Program shall be developed based on information gathered during investigation and the results of the Green Infrastructure Suitability Analysis. Various structural and non-structural Best Management Practices pilot alternatives shall be considered for implementation as part of the Pilot Program. Results of the Pilot Program shall be incorporated into the selection process for Priority Bacteria Mitigation Projects, and Stormwater Master Plan development.



### Priority Bacteria Mitigation Projects within the Four Drainage Basins

Structural or non-structural controls are anticipated to be constructed or implemented to address sub-catchment areas identified with relatively high bacteria concentrations within the four drainage basins. Mitigation of Priority Bacteria locations will require engineering design, permitting, and public bidding. The Consultant shall implement this phase of the Program and assist with the Authority in the bidding process for Contractor services. Once the contract is awarded to the Contractor, the Consultant shall provide construction oversight services.

### Design, Bid and Procurement Documents

#### i. Conceptual Design

The Consultant shall perform a series of investigations to select effective alternatives to achieve the WQBELs within each of the four drainage areas. Aspects of Conceptual Design will include, but not be limited to, defining design flows and loadings, conducting a site assessment with consideration of constraints (i.e., land use, competing interests, operations limitations, environmental restrictions), conducting geotechnical engineering evaluations and environmental due diligence within project limits, and identifying applicable permitting requirements.

#### ii. Preliminary Design

Once the final scope of work has been approved by Massport following selection of the mitigation alternative, this task is anticipated to include preliminary designs for bacteria mitigation projects, preparation of design drawings and specifications, preparation of an anticipated construction schedule, preparation of a preliminary cost estimates and meetings with Massport to present the design. All design must be done utilizing Civil 3D and delivered in its .DWG format.

#### iii. Final Design and Bid Documents

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, a construction phasing plan taking into consideration Logan's operational requirements, and a construction level cost estimate. Please note that Massport may elect to bid items out in separate bid packages.

#### iv. Bid Phase Services

This task is anticipated to include assisting 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.

#### v. 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, commissioning of treatment systems or enhanced stormwater or sanitary sewer system repairs, final site inspections, and preparation of record drawings and project close-out information.





### NPDES Permit

The Consultant shall prepare a NPDES Permit Reapplication for US EPA Submission six months prior to the NPDES Permit expiration date of October 31, 2028. A similar application shall also be prepared for submission to MassDEP. The Consultant shall assist the Authority with all relevant aspects of the reapplication process including preparing Response to Comments on the Draft Permit.

### Logan Stormwater Master Plan

Consultant shall develop a Logan Stormwater Master Plan which will include summarizing the findings of the bacteria sampling and IDDE program, summarizing the efforts to eliminate dry weather sources of bacteria, documenting the remaining known sources of bacteria, presenting Mitigation Alternatives, both non-structural and structural approaches to mitigation bacteria contributions to stormwater. The Master Plan is anticipated to include capital costs, annual operating costs, life cycle costs, permitting workplan, and implementation time frames.

## **CONSULTANT BRIEFING**

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 Wednesday, August 7, 2024** via the following link: <https://massport.zoom.us/j/81050703741?pwd=liKGE5kxnbAKnhVBBNQzTznYJqObRv.1>, Meeting ID: 810 5070 3741, Passcode: 621297, Dial In Number: +1 (646) 518-9805. 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 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 airport operations, and
- (3) Demonstrated experience in integrating and managing VDC, GIS, Civil 3D in planning, design and construction, and experience of utilizing Lean Processes (Last Planner System®, Scrum or other tools) to increase the reliability and significantly improve projects and teams' performance, and
- (4) 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 should also specify how best practices in environmental stewardship will be applied to this project, 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 M/WBE firms proposed, please describe type and/or category of work (i.e. architecture, structural, Lean, etc.); include the specific roles to be played by M/WBE, and the extent to which such M/WBE involvement is anticipated as of date of the proposal submission, (% goal).

The Authority 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. M/WBE certification of the prime and subconsultants 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.

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:* L1840\_Massport-31-07-24.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.

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Meeting ID: 810 5070 3741, Passcode: 621297, Dial In Number: (646) 518-9805. 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 Thursday, September 12, 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
<b>Solicitation: Release Date and Supplemental Package Available</b>	<b>July 31, 2024</b>
<b>Consultant Briefing</b>	<b>August 7, 2024 at 10:00 AM</b>
<b>Deadline for submission of written questions</b>	<b>August 12, 2024 at 5:00 PM</b>
<b>Official answers published (Estimated)</b>	<b>August 16, 2024</b>
<b>Solicitation: Close Date / Submission Deadline</b>	<b>September 12, 2024 at 12:00 PM (noon)</b>

Times are Eastern Standard Time (US).

Questions may be sent via email to [CPBidQuestions@massport.com](mailto: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 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](http://www.commbuys.com)) in the listings for this project.



## **PROJECT REQUIREMENTS:**

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

Project requirements include, but are not limited to:

### **Terms & Conditions:**

By responding to this solicitation, consultants agree to accept the terms and conditions of Massport's standard agreement, a copy of the Authority's standard agreement can be found on the Authority's web page at <http://www.massport.com/massport/business/capital-improvements/important-documents/>.

### **Additional Requirements and Guidelines:**

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



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

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