



Request for Information
Green Line Extension Project

November 7, 2016

*Responses due no later than 12:00 p.m. (Eastern) on
December 1, 2016*

1. GENERAL INFORMATION

1.1. Background

The Green Line Extension Project (GLX Project) is an initiative of the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA) to extend the MBTA Green Line light rail service from a relocated Lechmere Station in East Cambridge to Union Square in Somerville and College Avenue in Medford.

Initially, the GLX Project was divided into multiple packages. The first package used the design-bid-build project delivery method. The next four packages used the Construction Manager/General Contractor (CM/GC) project delivery method. All of these existing contracts are now in the close-out phase.

Moving forward, the MBTA has decided to utilize the Design Build (DB) delivery method for the remainder of the GLX Project.

1.2. Purpose of Request for Information

The MBTA issued a Request for Letters of Interest for DB services for the GLX Project on October 5, 2016, seeking submissions from respondents interested in the GLX Project, and announcing a pre-procurement forum.

The MBTA will host a pre-procurement forum and Disadvantaged Business Enterprise (DBE) networking event on November 16, 2016, at the State Transportation Building at 10 Park Plaza, Boston, MA. Associated with the pre-procurement forum, firms or joint ventures of firms capable of serving as the DB Entity may request in their Letters of Interest a one-on-one meeting with representatives of the MBTA.

The MBTA is issuing this RFI to receive responses to the inquiries included herein from any firms (“Respondents”) interested in being involved in the delivery of the GLX Project.

1.3. Submittal of Responses

Responses shall be submitted in electronic PDF format by email, and any questions related to this RFI shall be sent, to MHinkleGLX@MBTA.com.

Each response shall specify the name and contact information for the Respondent’s primary point of contact in the event the MBTA wishes to provide further information to or contact the Respondent. There is no page limit on the response, but each response should be succinct and a Respondent shall not submit marketing materials and related information intended to establish the Respondent’s overall experience and qualifications. Furthermore, it is not necessary for a Respondent to answer each and every question in Section 3. A Respondent is encouraged to only answer those questions where it brings a unique or specific perspective.

Responses are requested by no later than 12:00 p.m. (Eastern) on December 1, 2016, but may still be considered if received after that date.

1.4. Reserved Rights

Issuance of this RFI, and receipt of any response, does not obligate the MBTA to pursue any particular course of action and is without prejudice to any rights and remedies available to the MBTA under applicable law. Respondents acknowledge that any information submitted in response to this RFI is subject to disclosure under the Massachusetts Public Records Law, Massachusetts General Laws Chapter 66. As such, the Respondent shall not provide any information in response to this RFI that it deems confidential and/or proprietary information. The MBTA reserves the right to issue responses to this RFI, or to not issue responses, in its sole discretion.

2. PROJECT DESCRIPTION

2.1. Overview

The GLX Project is an initiative of MassDOT and MBTA to improve corridor mobility, boost transit ridership, improve air quality, ensure equitable distribution of transit services, and support opportunities for smart growth initiatives and sustainable development in the northwest Boston corridor communities of Cambridge, Somerville, and Medford, Massachusetts.

Figure 2-1 Project Map



The GLX Project will be funded through a combination of federal, Commonwealth, and local funds.

On July 30, 2010, the Massachusetts Executive Office of Energy and Environment issued a certificate on the Final Environmental Impact Report for the GLX Project, indicating that no additional state environmental review was required. On July 9, 2012, the FTA issued a Finding of No Significant Impact (FONSI) indicating that the Environmental Assessment for the GLX Project met the requirements of the National Environmental Policy Act and that no additional federal environmental review was required.

The MBTA anticipates filing updates with these two environmental review processes demonstrating that the newly configured GLX Project does not produce any new or different environmental impacts and that additional state or federal environmental review is not warranted.

2.2. Project Details

The GLX Project comprises light rail service on two new branches extending from Lechmere Station in Cambridge, to Union Square Station in Somerville and College Avenue Station in Medford, together with a Vehicle Maintenance Facility (VMF). The tracks for the new extensions are located along the existing MBTA Lowell and Fitchburg Lines, which are currently used by commuter rail services operated by Keolis. The VMF is located in Somerville, in the Inner Loop area.

The GLX Project includes the following elements:

- Relocation of 3.4 miles of New Hampshire Main Line double track and construction of new Medford Branch Green Line tracks;
- Relocation of 0.9 miles of Fitchburg Commuter Rail double track and construction of new Union Square Branch Green Line tracks;
- The following six new and one relocated stations at the following locations:
 - Lechmere (relocated to the north side of Monsignor O'Brien Highway);
 - Washington Street;
 - Gilman Square;
 - Lowell Street;
 - Ball Square;
 - College Avenue; and
 - Union Square;
- A VMF, including a transportation building;
- Replacement or rehabilitation of several bridges;
- New drainage, utilities, retaining walls, and noise barriers in the rail corridors;
- Approximately 1 mile of viaduct;
- Systems for light rail (traction power, overhead contact system, signal, and communications) and commuter rail (signal and communications);
- Roadway and intersection improvements; and
- 24 new vehicles.

There have been several construction packages already awarded on the GLX Project. These existing contracts include some bridge work, track work, retaining wall installation, some viaduct substructure work, limited drainage and utility work, and some long-lead material procurements. These contracts are in the close-out process. Most of the existing contracts were delivered under the CM/GC delivery method. However, in 2016, the MBTA has shifted direction of the GLX Project to be re-procured primarily as a DB project for the remainder of design and construction.

2.3. Eligibility of Contractors and Consultants

Determinations on the eligibility of individual contractors and consultants in the GLX Project DB procurement will be made in accordance with the MBTA's GLX Project Organizational Conflict of Interest Guidance and other policies, applicable Massachusetts law, and the FTA's organizational conflict of interest rules and regulations. The MBTA's GLX Project Organizational Conflict of Interest Guidance can be found at http://www.mbta.com/uploadedfiles/Business_Center/Bidding_and_Solicitations/Design_and_Construction/GLX%20Conflict%20of%20Interest%20v2.pdf.

2.4. Additional Information

For additional information about the GLX Project, *see* www.mbta.com/business_center/bidding_solicitations/current_solicitations and <http://greenlineextension.eot.state.ma.us/>.

3. QUESTIONS AND INFORMATION SOUGHT

Please provide responses to the following questions:

- 3.1. In addition to information you may have submitted in a response to the Request for Letters of Interest, please describe your firm and the role your firm may play in a DB team for the GLX Project.
- 3.2. The MBTA intends to award a single DB contract for the balance of the GLX Project. Please provide lessons learned from other DB projects you believe could add value to the GLX Project DB project delivery method.
- 3.3. The MBTA may set minimum self-performance requirements to be met by the DB Entity on the DB contract. Please provide comment on the advantages and disadvantages your firm has experienced with the use of self-performance requirements in DB contract.
- 3.4. A primary reason for the MBTA's determination in packaging and project delivery method was the necessity for cost certainty as the GLX Project progresses. To that end, the MBTA anticipates using an affordability limit (also referred to as an "upset limit") for the DB contract. Please provide recommendations on what the MBTA can do to drive down the DB Entity's soft costs (including overhead, indirect costs, and General Conditions costs) in order to facilitate pricing under an affordability limit.
- 3.5. The MBTA intends to utilize separate DBE goals for professional services and for construction and for the DB Entity to track and report progress toward the separate

goals. Please comment on your experience administering and tracking separate DBE goals on other DB projects.

- 3.6. The MBTA intends to require the DB Entity to establish and implement methods or a program to ensure compliance with federal nondiscrimination requirements toward the public and all GLX Project-related applicants and employees for the GLX Project. Please comment on your experience in providing compliance for this purpose, including within a DB context.
- 3.7. The MBTA will require professional liability insurance under the DB contract. Please provide recommendations on a professional liability package for DB projects.
- 3.8. The MBTA intends to require 100% performance and payment bonds of the total price of the DB contract. Please comment on the proposed bonding package and any challenges that may arise from this requirement.
- 3.9. The MBTA has conducted work in advance of the award of the DB contract in an effort to mitigate risks, including extensive geotechnical investigation. Please identify areas of risk on the GLX Project and suggest mitigation strategies for the risks, with the goal of minimizing Project costs.
- 3.10. The MBTA has purchased some viaduct and bridge steel, electrical equipment, and specialty trackwork as part of earlier GLX Project long-lead material procurement contracts. The DB Entity may use these owner-provided materials or procure new materials. Please provide feedback on the preferred approach and comment on the advantages and disadvantages of both scenarios.
- 3.11. Some viaduct substructures are already constructed and available for use by the DB Entity. Please provide feedback on the suggested approach to use of viaduct substructures already in place.
- 3.12. Please comment on co-locating the DB Entity's staff and MBTA's project management staff in office space and suggest an approach to the co-location.
- 3.13. Please offer any additional comments or suggestions regarding the Project and/or the procurement process.