STAFF SUMMARY

TO: Board of Directors
FROM: Frederick A. Laskey, Executive Director
DATE: April 15, 2026
SUBJECT: Metropolitan Water Tunnel Program
Contract 7356, Construction Management Services
Hatch Associates Consultants, Inc.

COMMITTEE: Water Policy and Oversight

_____ INFORMATION
_X_ VOTE

Michele S. Gillen
Director of Administration

Paul V. Savard, P.E., Acting Director, Tunnel Department
Preparer/Title

Kathleen M. Murtagh, P.E.
Chief Operating Officer

RECOMMENDATION:

To approve the recommendation of the Consultant Selection Committee to award Contract 7356, Metropolitan Water Tunnel Program Construction Management Services, to Hatch Associates Consultants, Inc. and to authorize the Executive Director, on behalf of the Authority, to execute said contract in an amount not to exceed $153,826,032 for a contract term of 132 months from the Notice to Proceed.

DISCUSSION:

In February 2017, the Board approved the preferred alternative of construction of northern and southern deep rock tunnels from the Hultman Aqueduct and MetroWest Water Supply Tunnel to the Weston Aqueduct Supply Main No. 3 (WASM 3) and to the Southern Spine water mains. These two tunnels (approximately 15 miles) and the related work of the Metropolitan Water Tunnel Program (Tunnel Program) will provide the needed redundancy for the existing Metropolitan Tunnel System (which consists of the City Tunnel, the City Tunnel Extension, and the Dorchester Tunnel). The Board also directed staff to proceed with preliminary design, geotechnical investigations, and Massachusetts Environmental Policy Act (MEPA) review of the project.

On May 27, 2020, the Board approved the award of the Metropolitan Tunnel Redundancy Program Preliminary Design, Geotechnical Investigation and Environmental Impact Report contract (the Preliminary Design Contract). The Preliminary Design Contract, completed in January 2024, included an initial phase of geotechnical explorations, the Environmental Impact Report process and the preliminary design. The Final Environmental Impact Report for the Tunnel Program was submitted to MEPA and the Secretary's Certificate was received on April 1, 2024.

On October 23, 2024, the Board approved the award of the Metropolitan Tunnel Redundancy Program Final Design Engineering Services (FDES) Contract 7556. The FDES is ongoing and

includes design of three early enabling construction contract packages, the two tunnel construction contract packages, and engineering services during the tunnel construction (to be authorized through a contract amendment, which will be subject to the approval of MWRA's Board of Directors).

Since October 2024, the Final Design Consultant has progressed on schedule and has produced 60% contract documents for the construction of the South Tunnel. Bid ready contract documents are planned for late 2027 with construction of the South Tunnel commencing in 2028. A similar sequence is also underway of design submissions and bid ready contract documents staggered to start construction of the North Tunnel in 2029.

This staff summary seeks authorization to award Contract 7356 for Construction Management services. A separate staff summary is being presented at this meeting seeking approval to award Contract 8153 for Owner's Representative services. A further update of the Tunnel Program progress is presented in Attachment A.

Construction Management Services Contract

With South Tunnel construction intended to start in 2028, the Tunnel Program now requires the involvement of a consultant to provide construction management services to assist the Authority with reviewing the contract documents and preparing for the start of construction.

Contract 7356 will have a duration of 132 months (11 years), including a one-year warranty period. Work under Contract 7356 will be performed in two phases: pre-construction support and construction support.

Pre-construction support services will include development of a Construction Management Plan, constructability and biddability reviews of the Final Design Engineer's (FDE) construction package design submissions, review of construction cost estimates and schedules, conducting a labor study for the Program, and deployment of a Project Management Information System to be used for document control by all Program team members, including the Authority, FDE, the Construction Manager (CM), and the tunnel contractors. During pre-construction services, the CM will use limited staff to perform the services needed before construction begins.

The construction support services will include construction contract administration, full resident engineering and resident inspection staffing, and additional services including oversight of the contractor's quality assurance and safety programs for both the North and South Tunnel construction packages. Contract administration will include tracking, managing, and responding to all submittals between the contractor, FDE, and the Authority. Contract administration will also include project controls for both construction contracts, including monitoring payments, cash flows, schedule, and progress reporting. During the peak construction period, the CM will have approximately 35 staff working full time overseeing the two tunnel construction contracts.

Procurement Process

A two-step procurement process was used for this contract. A Request for Qualifications (RFQ) was publicly advertised followed by a Request for Proposals (RFP) issued to those firms that were shortlisted after the RFQ phase.

A Selection Committee consisting of five voting members with support from eight non-voting members was formed to evaluate, score, and rank the proposals. Recognizing the importance of this project, the appointed members of the Selection Committee consisted of senior MWRA staff who understand the operational and critical needs of the water transmission system, the complexity of the design process and future construction, the need for robust community outreach, the importance of risk management, and overall fiscal responsibility.

On July 30, 2025, the Authority issued the RFQ that included the following evaluation criteria and point assignments: Qualifications/Key Personnel (35 points), Relevant Experience/Past Performance (35 points), and Capacity/Organization and Management Approach (30 points) for a total maximum score of 100 points.

On September 10, 2025, three firms submitted statements of qualifications in response to the RFQ. The three firms were Hatch Associates Consultants, Inc. (Hatch), Mott MacDonald, LLC (Mott), and Parsons Water and Infrastructure, Inc. (Parsons). The Selection Committee verified that each of these firms presented a multi-disciplined construction management team with the expertise and experience to undertake a project of the size and complexity required by the Tunnel Program. The Selection Committee determined that all three firms should be invited to respond to the RFP.

On October 16, 2025, the Authority issued the RFP, including a detailed scope of work with the following evaluation criteria and point assignments: Cost (20 points); Qualifications/Key Personnel (20 points); Technical Approach (20 points); Capacity/Organization and Management Approach (20 points); Relevant Experience/Past Performance (15 points); and Minority and Women-Owned Business Enterprise Participation (5 points) for a total maximum score of 100 points. A pre-proposal virtual meeting was held on October 24, 2025 with multiple representatives from the three shortlisted firms participating.

Given the size and complexity of the Tunnel Program, a large, highly skilled, and well-managed team is needed. In order to assess each team's qualifications and capacity to support the Authority, a large number of key personnel, along with minimum and preferred qualifications, were identified in the RFQ and RFP, including:

- Project Director
- Construction Manager
- Resident Engineer
- Chief Inspector
- Project Controls Manager
- Water System Construction Specialist
- Assistant Resident Engineer
- Safety Manger
- Quality Assurance Manager
- Project Labor Agreement Specialist
- Public Relations Specialist

On December 11, 2025, the three shortlisted firms submitted proposals. The following is a summary of the costs and level of effort for each proposer, as well as the Staff's Estimate:

Proposer	**Proposed Cost**	**Proposed Level of Effort (Total Hours)**
Parsons	$140,072,388	550,251
Staff Estimate	*$ 150,155,218*	*512,430*
Hatch	$153,826,032*	568,215
Mott	$154,338,436**	561,468

*Hatch submitted its proposal with a value of $153,950,000; however, review of the tables and follow-up clarification with Hatch reflected a small mathematical error that required the proposal cost to be reduced to $153,826,032.
**Mott's bid tabulation erroneously transcribed a value of $144,338,436 onto MWRA's Supplier Portal. The E-tables included in its proposal and confirmed by Mott in follow-up clarifications totaled $154,338,436.

The three proposals were closely aligned with each other and the Staff Estimate, suggesting a consistent understanding of the required work to meet the CM scope. Costs ranged from 6.7% below the Staff Estimate (Parsons) to roughly 2.7% above (Hatch and Mott). While all firms estimated more hours than the Staff Estimate, varying from 7.4% to 10.9% above the Estimate, the proposed cost and level of effort from Mott and Hatch were very close to one another, differing by only 0.3% in cost and 1.2% in hours. Parsons' lower cost is primarily attributed to lower indirect rates and fewer hours estimated.

The Selection Committee met to review the proposals and decided to invite each team for an interview step. The Selection Committee invited team members who would likely be instrumental to the successful execution of the CM services, such as the respective team's Project Director, Construction Manager, Project Controls Manager, Water Systems Construction Specialist, Safety Manager, Resident Engineer, and Chief Inspector. In addition, the Deputy CMs from the Mott and Hatch teams attended. The Parsons team did not identify a Deputy CM. The Selection Committee sent the three teams interview presentation topics and questions to seek clarification and focus the interview discussion.

Interviews were held on January 30, 2026 (Mott), February 5, 2026 (Parsons), and February 6, 2026 (Hatch). After completion of the interviews, the Selection Committee reconvened to discuss and rank the proposals based on the interviews and additional information received, including references for key personnel. Final scores from the Selection Committee members were totaled to determine the ranking. The final scores and rankings are as follows:

Proposer	Total Final Score	Ranking
Hatch	424	1
Parsons	415	2
Mott	396	3

The Selection Committee identified Hatch as the top-ranked firm. Hatch provides a well-balanced team including its primary subconsultants: Delve Underground (Delve); CDM Smith (CDM); HDR; and GEI/Hill International. The Selection Committee determined the Hatch team offers well qualified personnel with a demonstrated track record in pre-construction services, construction administration, and the specialized resident engineering and inspection required for deep rock tunnels and water systems. The following key factors support the Selection Committee's recommendation of Hatch.

- The team demonstrated the best understanding of the technical and non-technical complexities inherent in deep rock tunneling. Its proposal outlined a comprehensive delivery strategy, emphasizing staffing continuity and aggressive risk mitigation to protect the MWRA's interests over this long duration project. The team demonstrated it would be a strong advocate for the Authority should potential conflicts or disagreements with the contractors arise.

- As multi-disciplinary leaders in large-scale water tunnel construction, Hatch and Delve provide the technical oversight experience needed for the Tunnel Program. Furthermore, CDM's extensive experience with the Authority's specific water system ensures a deep bench of institutional knowledge.
- As the prime consultant, Hatch presented a clear framework for sub-consultant management and project accountability. Hatch's distribution of the work among its team provides the Authority with a deep bench, ensuring that sufficient highly skilled staffing will remain consistent over the project's multi-year duration.
- Hatch's proposed Project Labor Agreement specialist demonstrated the most direct and relevant experience among all proposers.
- The team is complemented by a Safety Manager who has a proven history of fostering safe environments and monitoring contractor safety programs on similar complex tunneling projects.
- The team's approach is designed to complement the FDE, ensuring a clear separation of duties and avoiding redundant efforts.
- By including CDM, Delve, and GEI — firms that led the previous preliminary design and geotechnical support services phases for the Tunnel Program — the team ensures that critical data and design intent are seamlessly integrated into construction.
- Hatch presented a proactive approach to project controls that is important for the Program. Its system ensures the Authority maintains a "single source of truth" for all project data, providing transparency and consistency throughout the construction lifecycle. Hatch highlighted key challenges for project controls including timeliness, accurate information, change management, and immediate escalation of emerging issues. Hatch and its subconsultants have a long history working in the New England area and with the Authority.

Parsons submitted a highly competitive proposal, featuring a depth of tunnel experience and a team of very qualified individuals. Parsons proposed to use EPC and Hazen and Sawyer (Hazen) as its primary subconsultants. Parsons demonstrated a compelling approach and understanding for pre-construction planning, the importance of the Geotechnical Baseline Report and construction contract structure. Parsons' proposed cost was also notably efficient at 6.7% below the Staff Estimate. However, the Parsons proposal was ranked second; Selection Committee members noted the following:

- Despite the qualifications of the individuals proposed, the Parsons team's significant commitments to other ongoing large-scale projects raised concerns regarding their actual readiness to deliver on this contract.
    - Key personnel for the South Tunnel are currently committed to a New Hampshire tunnel project through the tunneling phase, which Parsons said is scheduled to be complete several months before the South Tunnel's May 2028 planned start date. However, completion of the New Hampshire project is targeted to be complete in late 2028. At the time of this CM procurement, tunnel mining for that project had not yet started. Any schedule slippage represents a significant risk that may disrupt these staff from transitioning to the MWRA Program on time, creating a direct conflict with the South Tunnel's May 2028 start date.
    - Several key staff proposed for the North Tunnel are also similarly committed to another large tunnel project in Washington, DC that could experience delays, leading to challenges providing the staff committed for the North Tunnel.
- Parsons' proposal included the Water Systems Construction Specialist (Hazen) in a nominal role, allocating less than 1% of the total cost. This negligible investment suggests

a lack of accounting for the true complexity that connecting the tunnel to the MWRA water system warrants, and an undervaluing of the technical complexity of the work. Hatch (with CDM Smith) demonstrated a stronger technical grasp by providing a comprehensive strategy for the MWRA system connections, identifying specific success factors, and committing high-level experts with direct experience working with MWRA on similar projects to oversee both the immediate implementation and long-term inspection.

- Parsons' work distribution was heavily concentrated within the prime firm (67%), with EPC and Hazen accounting for only 15% and 1% respectively. The Selection Committee noted that this structure might suggest the team has a shallower bench of qualified staff compared to Hatch, which offered a more balanced distribution of work across its sub-consulting partners. This uneven workload distribution, combined with existing staff commitments, could jeopardize the team's ability to provide the skilled personnel required when construction begins or to maintain consistent staffing over the life of the contract.
- Parsons proposed the least number of hours for the pre-construction phase of the contract. The Selection Committee was concerned that the team may not have allocated sufficient time focused during this critical phase prior to tunnel construction, which is when proper planning leads to successful CM services in construction.

Mott also submitted a highly competitive proposal, showcasing a strong understanding of tunnel construction safety and a team of qualified individuals. The proposal demonstrated strong experience and a collaborative approach, including tunnel safety, which was well received. Mott's team included AECOM and Gilbane as primary subconsultants. However, the Mott proposal was ranked third; Selection Committee members noted the following:

- The relevant experience of some key personnel had more focus on design and engineering services during construction, as indicated in their resumes and the reference checks obtained, as opposed to construction management when compared to the first-ranked team.
- The inclusion of a high number of staff and other resources with a technical or design focus was seen as overlapping duties with the FDE.
- The Water Systems Construction Specialist role was not described as being as involved during the construction phase of the project as was envisioned by the Selection Committee. Also, the reference experience indicated in the proposal appeared more aligned as an Engineer of Record role, as opposed to oversight of construction which was requested in the RFP.
- The proposed cost was the highest of the three proposals, coming in at 2.8% above the Staff Estimate.

Staff met with representatives of Hatch to confirm that they fully understand the scope of work, to confirm the availability of proposed key personnel, and that Hatch can complete the services within the proposed cost and schedule. Based on those discussions and for the reasons stated above, staff recommend that Contract 7356 be awarded to Hatch Associates Consultants, Inc.

BUDGET/FISCAL IMPACTS:

The FY26 CIP includes a budget of $151,135,620 for Contract 7356. The recommended contract award amount is $153,826,032. The overage of $2,690,412 will be absorbed within the Five-Year CIP Spending Cap.

MBE/WBE PARTICIPATION:

The MBE and WBE participation requirements for this contract were established at 7.18% and 5.77%, respectively. Hatch has committed to 7.74% MBE and 6.21% WBE participation.

ATTACHMENT:

Attachment A: Update on Program-Wide Activities

Attachment A – Update on Program-Wide Activities

Program Overview

The Metropolitan Water Tunnel Program is a major water system infrastructure initiative to provide complete redundancy to the existing Metropolitan Tunnel System serving the Greater Boston area. The Program consists of two deep-rock tunnels both starting in Weston, Massachusetts connecting to the MWRA Hultman Aqueduct:

- **South Tunnel:** approximately ten miles (Weston to the Mattapan neighborhood of Boston) with eight shafts, six of which connect to local water infrastructure and two for constructability and to isolate the tunnel to facilitate future operation and maintenance. Because it is the longest tunnel, it sets the critical path for the construction schedule. Pending authorization by the Board, procurement (bidding) for this tunnel is targeted to begin in late 2027 with construction targeted to start in 2028.
- **North Tunnel:** approximately five miles (Weston to Waltham) with five shafts, four of which connect to local water infrastructure and one for constructability and to facilitate future tunnel inspection and maintenance. Its construction is targeted to start approximately one year after the start of the South Tunnel so that it is completed and put into service at about the same time. Pending authorization by the Board, procurement is targeted to begin in late 2028, approximately one year after the start of the South Tunnel. Construction is targeted to start in 2029.
- **Anticipated Tunnel Construction Completion:** Estimated up to 12 years, including surface work, commissioning, and one year warranty. Both tunnels are planned to be operational by 2040.

Final design has been ongoing since November 2024 and reached a milestone with the 60% design submission of drawings and specifications for the South Tunnel in March 2026. The geotechnical investigations that are a large part of tunnel design have progressed on schedule. The 90% design submission for the South Tunnel is planned for March 2027 and bid documents ready in late 2027.

Professional Services Contract Status

The following is a summary of professional services contracts completed or ongoing under direction of the Tunnel Program:

Contract	Consultant	Status (Budget)	Key Scope of Work
7655: Program Support Services	JCK Underground (Schnabel Engineering, Inc.)	Active to April 2028[1] ($17,247,877)	Targeted technical support and reviews, risk management, cost and schedule validation, tunnel industry outreach
7159: Preliminary Design Engineering Services	CDM Smith	Complete Jan 2024 ($13,774,854)	EIR, initial geotechnical field investigation, preliminary design
7557: Geotechnical Support Services	GEI-McMillen Jacobs (Delve) JV	Active to Jan 2027[2] ($12,789,889)	Continued geotechnical data collection
7556: Final Design Engineering Services	WSP USA	Active to Nov 2039[3] ($93,605,158)	Development of two tunnel construction packages and three enabling works construction packages

Upcoming Requests for Board Authorization (April 2026)

- Contract 7356 Construction Management Services: Recommendation for award.
- Contract 8153 Owner's Representative Services: Recommendation for award.

Staff will provide recommendations for award of these two contracts to the Board of Directors for authorization at the April 15, 2026 Board meeting.

Construction Strategy and Packaging

To mitigate the tunnel construction critical path, three small-scale "enabling" contracts are planned to be completed prior to release of the main tunnel construction contracts. The purpose of these enabling works contracts is to construct long lead time utilities needed to support the tunnel construction and to ready shaft sites before tunnel contractor

[1] Contract 7655 second two-year renewal approved March 2026; no change in cost.

[2] Contract 7557 was extended by Delegated Authority for 12 months to January 2027; no change in cost.

[3] Contract 7556 Final Design Services: ongoing 60-month design phase ($93.6M) to end November 2029. As set forth in the October 23, 2024 Staff Summary for the award of Contract 7556, the Board approved the contract structure for Contract 7556, FDES for the Tunnel Program, where the cost for Engineering Services During Construction (ESDC) for the tunnel construction packages will be added by amendment(s) to the FDES Contract 7556. Given the complexity and scope of the Tunnel Program, the performance of the design services may be critical to determine the duration of each tunnel construction package, and the schedule and level of effort required for ESDC. The detailed scope of ESDC for the tunnel construction work will be developed by staff after the completion of the final design for each tunnel construction package. Staff will thereafter negotiate the cost for tunnel construction ESDC and seek authorization for such services from the Board of Directors, which, if approved, will be implemented through contract amendment(s) to the FDES Contract 7556.

mobilization. Staff will provide recommendations for awarding each of these enabling contracts at future Board meetings.

1. **Needham Dewatering Drain Line (Contract 8086):** Construct 1,700 feet of drain pipeline, mostly in public ways, to facilitate discharge of construction water from the I95/Highland Avenue Tunnel Boring Machine (TBM) launch shafts of the South Tunnel.
    - Status¿Construction bid documents are being prepared. Staff expect bidding construction in the fall of 2026 and construction notice-to-proceed to be in early 2027. Staff to provide a recommendation for award of construction to the Board at a future meeting.
2. **Lower 190 Trapelo Road Building Demolition (Contract 8185):** Pre-clear (demolish) several small buildings within the North Tunnel receiving shaft area in Waltham.
    - Status¿ Environmental sampling and analysis of building components (e.g., lead paint, asbestos containing building materials) is being completed. Building demolition construction bid documents will be prepared. Staff expect bidding construction in early 2027 and construction notice-to-proceed to be in mid-2027. This work requires bidding under Chapter 149. Staff to provide a recommendation for award of construction to the Board at a future meeting.
3. **Tandem Trailer Lot Relocation (Contract 8186):** Relocate approximately 1.5-acre parking lot used by tandem trailers in the vicinity of the I90/I95 interchange that will allow the North Tunnel contractor to mobilize for the TBM launch shaft site work upon notice to proceed. The relocation would shift the lot adjacent to its existing location within the same parcel of land. Relocation of the Tandem Trailer lot requires coordination with MassDOT and the ongoing Newton-Weston Bridge Rehabilitation project.
    - Status¿Design of the relocation to start in 2026. Timing to be coordinated with MassDOT Newton-Weston Bridge Rehabilitation project that is currently estimated to achieve completion in 2028. Staff to provide a recommendation for award of construction to the Board at a future meeting.

Tunnel construction packaging would follow the respective enabling contracts as indicated above in the Program Overview. The tunnel construction duration for each tunnel contract would include mobilization and launch shaft site preparation, TBM excavation, cast-in-place tunnel and shaft lining, completion of valve chambers and pipeline connections to water system infrastructure, restoration of surface areas, disinfection, flushing, and commissioning of the tunnel to put it into operation, and a one-year warranty period. Staff will provide recommendations for award to the Board of these two tunnel construction contracts at future meetings.

Land Acquisition and Stakeholder Management

Applicable land acquisitions can become a critical path item and are planned to be completed prior to bidding each tunnel construction package, preferably by the 90% design stage.

The following is a summary of the land acquisitions needed:

- **Shafts:** A total of 13 shaft sites are planned - three are on MWRA land, ten require acquisition from MassDOT, the Commonwealth (under care and control of the Department of Conservation and Recreation (DCR)), City of Waltham, and Town of Wellesley.
- **Regulatory Complexity:** Several sites (Hegarty Pumping Station shaft site in Wellesley and Southern Spine shaft site in Jamaica Plain) require Article 97 legislation for Public Lands Preservation Act (PLPA) compliance. Staff will separately provide the Board with an update and request authorization to file legislation under the Article 97 process.
- **DCR Land Acquisitions:** Disposition of land at the Southern Spine Connection site requires legislative approval to meet the requirements of the PLPA, including the identification of replacement land. Land acquisition at the American Legion shaft site is not subject to Article 97 requirements. An easement to cross land under the care and control of the Department of Youth Services (DYS) will be required. Staff will separately present the status of these land acquisitions and request authorization from the Board for any needed actions.
- **Public Way Pipeline Easement Acquisitions:** Easements for pipelines in public ways requiring Board approval will be presented by staff at future Board meetings.
- **MassDOT Land Acquisitions:** Staff expect permanent easements to be obtained from MassDOT through a grant of easement process and will request authorization from the Board to accept these easements at a future meeting.
- **Subterranean Easements:** Approximately 525 parcels will require subterranean easements for the South Tunnel and approximately 200 parcels for the North Tunnel. Subterranean easements will be approximately 200 to 450 feet below ground depending on where they are located along the tunnel alignment. Staff will provide an update and request authorization from the Board for any needed actions at a future meeting.

Where the Tunnel Program's current design would impact landowners who are state agencies and municipalities, staff are working with each stakeholder to identify land disposition steps and timing to ensure that such will meet the Tunnel Program's schedule for land acquisition.

Community Coordination

Staff expect to negotiate Memoranda of Understanding (MOUs) with the communities to address local impacts (e.g., noise, traffic, safety). As part of community coordination for safety, staff are coordinating with local fire and emergency management services (EMS) entities from Weston, Waltham, Needham, Newton, Wellesley, Brookline, and Boston to support the Tunnel Program with emergency response to the shaft sites during construction. The contractor will be responsible for safety and for providing the primary and secondary tunnel rescue teams required by OSHA. However, as has been done on past Authority tunnel projects and consistent with industry practice, advanced coordination during the design phase is necessary to ensure a proper framework is established. Staff will present the results of these discussions to the Board and request authorization to enter into necessary MOUs at future Board meetings.

Critical Path Utility Work: TBM Power

High-voltage power must be installed in advance of the start of TBM start up to avoid delaying tunnel mining because the needed power to operate the TBM is not readily available at the locations (launching shaft sites) and with the loads required. The work will include manholes, 13.8kV cable, and meters installed at the TBM launch shafts. Eversource will own and maintain the duct banks, manholes, cable and meters. During construction, the Tunnel contractor will pay Eversource directly for the actual power used. When tunnel construction is complete, the duct banks will remain. Eversource will be able to use the duct banks as part of the local power grid.

- **South Tunnel Launching Shaft Sites (Needham):** In May 2025, the Board authorized the Executive Director, on behalf of the Authority, to release payment to Eversource in the amount of $7,875,977 to provide electric service to the two TBM launch shaft sites in the Town of Needham. Eversource started work in June 2025 with test pitting and installation of new conduit and manholes. They have installed a portion of cable segments in existing conduits. Their construction will continue through 2026 and 2027. The are on track to have the needed electric infrastructure in place for the first quarter of 2028.
- **North Tunnel Launching Shaft Site (Weston):** Eversource has completed the engineering, and permitting is underway for approximately 3.2 miles of new duct bank through Waltham, Newton, and Weston to the Tandem Trailer site in Weston.
    - Status¿Staff expect to request authorization from the Board at an upcoming meeting to release payment of approximately $12M to Eversource to begin construction of conduit and cable needed for the North Tunnel TBM power supply.

Presentation to

MWRA Board of Directors

Metropolitan Water Tunnel Program

Construction Management Services
Contract 7356

April 15, 2026

Construction Management Services (7356) Overview

- Construction Management Services
  - CM will be the "eyes and ears" for the MWRA providing oversight of the Tunnel Contractors work
  - Understands the logistics & schedule challenges for large tunnel projects
  - Understands how to interpret encountered ground conditions and how those can impact tunnel construction methods and permanent liner system performance
  - Multi-discipline construction experts that understands the challenges of connecting to a large, active water system
- CM Services will be provided in two phases
  - Pre-construction (~2 years)
  - Construction (~8 years + 1 year warranty)

Construction Management Services (7356)
Scope of Work

Pre-Construction Support Services

- Annual project work plans and Construction Management Plan
- Constructability and Biddability reviews of 60%, 90%, and 100% designs
- Construction Cost Estimate and Schedule Reviews
- Project Management Information System
- Prepare a Labor Study
- Assistance during bidding

Construction Management Services (7356)
Scope of Work

- **Construction Phase Services**
  - Resident Engineering Resident Inspection
  - Testing, Disinfection, Flushing, and Commissioning oversight
  - Quality Assurance monitoring and Independent Quality Assurance Testing
  - Tunnel survey checks
  - Pre and Post Construction survey
  - Instrumentation and Environmental Monitoring and Compliance
  - Safety Compliance
  - Document and Project Controls
  - Change Order, Claims, and Dispute Resolution Board Management
  - Submittal Review and RFI Management
  - Cost Estimating and Scheduling
  - Labor Relations during construction

Two Step Procurement Process

- Contract will be awarded for the full duration of construction, including warranty period (11 Years)

- Received three Qualifications Statements
  - Hatch
  - Mott MacDonald
  - Parsons

- All three invited to RFP Step

Evaluation Criteria

- Request for Proposal/Scope of Work was issued with multiple evaluation criteria
  - Cost (20 points)
  - Qualifications/Key Personnel (20 points)
  - Technical Approach (20 points)
  - Capacity/Organization and Management Approach (20 points)
  - Relevant Experience/Past Performance (15 points)
  - MBE/WBE Participation (5 points)

  - Total Points 100

Scope Of Work & Request For Proposal

- Provided a detailed SOW to all proposers
  - Set clear expectations, enable transparency and long-term management

- Required each proposer to submit:
  - 11 Key Personnel to ensure a complete team
  - Full explanation of their management structure/approach
  - Full staffing structure and succession plan
  - Identification of subconsultants including MBE/WBE participation
  - Detailed technical approach
  - Detailed cost estimate for pre-construction and construction phase

Selection Committee Proposal Evaluation

- Reviewed all 3 proposals in detail
- Asked for clarifications from all 3 proposers
- Interviewed each team
- Used established evaluation criteria to score and rank the proposals in accordance with best value process

Proposer	Total Final Score	Ranking
Hatch	424	1
Parsons	415	2
Mott	396	3

Cost Proposal Summary

Proposer	Proposed Cost (Loaded Labor & Direct Costs)	Proposed Level of Effort (Hours)
Parsons	$140,072,388	550,251
Staff Estimate	$150,155,218	512,430
Hatch	$153,826,032	568,215
Mott	$154,388,436	561,468

- Professional services contract with a not to exceed amount
- Compensation will be for actual work performed in accordance with contract terms
- Work will be authorized in phases (pre-construction & construction) as well as in accordance with annual workplans

First Ranked, Hatch Team

- Demonstrated a highly qualified team with strong subconsultants that know MWRA's water system
- Demonstrated best understanding and approach to deliver the technical and non-technical CM scope of services
- Demonstrated staff capacity and succession plan for the full project duration, the best integrated resident engineering approach and structure, as well as the best management approach to deliver the services needed on time
- Identified a clear separation of responsibilities from the FDE
- Proactive project controls approach for project transparency and consistency and maintaining detailed construction records

Selection Committee recommends award of Contract 7356 to Hatch Associates Consultants, Inc.