
REQUEST FOR INFORMATION

**Title: SOLID WASTE MANAGEMENT AND LANDFILL DIVERSION
ALTERNATIVES**

RFI # 20-001

Issue Date: December 12, 2017

1.0 Intro/Description

1.1 The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) is seeking information on how an interested party could provide a technology solution or waste management service(s) that diverts the solid waste generated at MDOT MAA airport facilities from landfill disposal. This technology or service solution could be a combination of waste management options which can include, but are not limited to, recycling, composting or any other option that diverts solid waste generated at MDOT MAA airport facilities from landfill disposal. Interested parties must outline all capabilities related to waste management including providing, collection, segregation, and transportation for solid waste. The information for the waste management options must also address the interested party's capability and proposed approach for managing any materials that are generated by the identified waste management options.

1.2 THIS IS A REQUEST FOR INFORMATION (RFI) ONLY. This RFI is issued solely for information and planning purposes – it does not constitute a Request for Proposal (RFP) or a promise to issue an RFP in the future. This request for information does not commit the MDOT MAA to contract for any supply or service whatsoever. Further, the MDOT MAA is not at this time seeking proposals and will not accept unsolicited proposals. Not responding to this RFI does not preclude participation in any future RFP, if any is issued. If a solicitation is released, it will be advertised by way if the eMaryland Marketplace website: <https://emaryland.buyspeed.com/bsol/>. It is the responsibility of the potential offerors to monitor the eMaryland Marketplace site for additional information pertaining to this requirement.

2.0 Background

The MDOT MAA is the owner and operator of Baltimore/Washington International Thurgood Marshall (BWI Marshall) and Martin State (MTN) Airports. Both airports are governed by FAA, OSHA, State, federal and local regulations and codes.

2.1 BWI Marshall Airport includes:

- 3,600-acre BWI Marshall Airport property
- 2.28 million square foot terminal building
- 15 outer buildings at BWI Marshall
- BWI Marshall is projected to serve 26 million passengers in CY 2017

2.2 Martin State Airport is a General Aviation/Reliever airport that is operational around the clock to meet the needs of the flying public. The property consists of 747 acres with one runway and several buildings and aircraft hangars. The airport has over 250 based customers and is on pace to exceed 90,000 operations in FY18

2.3 The solid waste at BWI Marshall and Martin State airports is generated by the traveling public and from terminal and airport operations and activities

2.4 MDOT MAA generated the following quantities (Tons) of solid waste in 2016. Per the quantities reported, MDOT MAA currently disposes of most of the solid waste generated in a solid waste landfill.

CY 2016 In Tons	
Recyclables¹	2,715.53
Metal	52.23
Tires	34.5
Pallets	88
Yard Trim	391.72
Woody Material	273.80
Other (Typically recyclables collected during special shredding events))	14.47
Martin State Airport²	47.92
Grease	43.69
Waste (sent to landfill)	6,931.54

1.This total is a combination of single stream recyclables (paper, plastic, glass, aluminum) and cardboard

2.The CY 2016 totals for Martin State airport includes wood and metals. Single stream recyclables will be included as part of future collections.

The successful bidder shall be aware of the following site-specific (BWI Marshall and MTN) requirements that must be taken into consideration:

BWI Marshall Airport is a Category X airport that operates in a demanding 24/7/365 operational environment governed by FAA, TSA, OSHA, State, federal and local regulations and codes. The Airport must comply with all operating, rules, regulations and directives, primarily Federal Aviation Regulations (FAR) Part 139. Therefore, the Contractor shall not, under any circumstances, be permitted to conduct any work that would require the blockage of any portion and/or disrupt the flow of traffic on any taxiway or runways bounding the contract area, unless appropriate authorization is received. The Contractor's attention is called to the fact that neither interruption of airport operations, nor the existence of any condition which may create a hazard to airport operations shall be tolerated during work completed under this contract. During the progress of the work, it may be necessary to adjust the approved schedule to better suit airport operations.

Security must be considered in all phases of the waste collection work life cycle and treated as an integral part of any system development or implementation project, including system modifications. All systems, structures, procedures, techniques, practices, drawings, documents and arrangements must be treated as security sensitive information and shall be safeguarded at all times. It is the Contractor's responsibility to become familiar with the various aspects of 49 CFR 1542, Transportation Security Administration, Department of Transportation, Airport Security. Any violation by the Contractor and any subsequent fines imposed due to the violation will be the responsibility of the Contractor. The Contractor may find a link to 49 CFR 1542 on the TSA website.

3.0 Requested Information/Questions to Consider

3.1 General Questions

3.1.1 Will MDOT MAA have to procure any specialized equipment or containers for the technology or waste management option?

3.1.2 If special equipment is needed, what are the space and utility requirements and considerations?

3.2 Environmental Questions

3.2.1 Does the technology or waste management option(s) require any environmental permitting?

3.2.2 Will the technology or waste management option(s) avoid the creation of odors and avoid attracting birds and or wildlife?

3.2.3 Will the technology or any of the proposed management option(s) produce other material?

- If so,
 - please identify and describe the materials,
 - explain how this resulting material would be managed, and
 - will these materials be subject to any environmental laws or regulations?

3.3 Contract Support Questions

What percentage of the waste streams (listed above in section 2.4 above) will the proposed technology or waste management option (s) divert from disposal in the landfills.

3.4 Maintenance Related Questions

3.4.1 Will the proposed technology or waste management option require connection to existing MDOT MAA utilities?

3.4.2 Will the proposed technology or waste management option require land usage at or near BWI Marshall or Martin State Airport(s)? If yes,

- ➔ How large does the area need to be?
- ➔ What are the maintenance needs of this facility?
- ➔ Who will perform maintenance of the area/facility?

4.0 Responses

4.1 Respondents should prepare responses utilizing the enumerated considerations and questions provided in Section 3.0 of this RFI. Responses submitted to this RFI shall be limited to ten (10) (8 ½ x 11) pages in length. Responses shall be single-spaced, 12-point, Times New Roman font. In addition, Respondents should follow the numbering system of the considerations and questions.

Respondents should provide an introductory or cover letter but should limit such a letter to two (2) pages and contain the following:

1. Respondents' Legal/Registered Name;
2. Name of Respondents' primary point of contact (contact representative);
3. Contact representatives' mailing address, email address and telephone number;
4. Respondents' mailing and physical address;

5. Respondents' business website URL; and
6. A brief summary description of Respondents' experience in or with the waste management industry, if any.

Responses will be received on behalf of MDOT MAA by the Deputy Director, Office of Procurement, Maryland Aviation Administration. One (1) unbound and eight (8) bound hardcopies of the RFI responses shall be mailed to the address below. RFI responses may also be delivered in person or submitted by overnight mail (i.e. Fed Ex, UPS, etc.) to the following address:

Maryland Aviation Administration
Office of Procurement
7001 Aviation Blvd., 2nd Floor
Glen Burnie, MD 21061
Attention: Kareen Davis

Note: Responses sent by U.S. Postal Service shall be sent to:

Maryland Aviation Administration
Office of Procurement
P.O. Box 8766
BWI Airport, MD 21240
Attention: Kareen Davis

All submissions received in response to this RFI will be considered public information pursuant to the Maryland Public Information Act and may be disclosed pursuant to Maryland State Government Code Ann. Section 10-611, et seq. All submissions must be received to the MDOT MAA by 2:00:00pm, January 16, 2018.

All costs associated with preparation and delivery of responses to this RFI shall be borne entirely by respondents. MAA will not compensate respondents for any expenses incurred by respondents as a result of this RFI process.

Proprietary information, if any, should be minimized and **MUST BE CLEARLY MARKED**. To aid the MDOT MAA, please segregate proprietary information. Please be advised that all submissions become MDOT MAA property and will not be returned.

5.0 Summary

THIS IS A REQUEST FOR INFORMATION (RFI) ONLY to identify sources that can provide Solid Waste Management and Landfill Diversion Alternatives. The information provided in the RFI is subject to change and is not binding on the MDOT MAA. The MDOT MAA has not made a commitment to procure any of the items discussed, and release of this RFI should not be

construed as such a commitment or as authorization to incur cost for which reimbursement would be required or sought. All submissions become MDOT MAA property and will not be returned.

