

**DATE: 05/19/2023**

## **CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW**

**MTA-C&D IS NOW ADVERTISING FOR THE FOLLOWING:**

**SSE EVENT#: 0000434046**

**OPENING/DUE DATE: 06/20/2023**

**TYPE OF SOLICITATION: RFP**

**DOCUMENT AVAILABILITY DATE: 05/19/2023**

**SOLICITATION TITLE: 188858 Brewster Yard Improvement (Phase I) Southeast Station Parking**

**DESCRIPTION:** The Metropolitan Transportation Authority ("MTA"), by and through MTA Construction & Development Company ("MTA C&D"), will be issuing a two-step Request for Proposals ("RFP") seeking entities interested in providing design-build services for the Brewster Yard Improvement (Phase I) Southeast Station Parking, Town of Southeast, New York. In the first step, MTA C&D will issue a Request for Qualifications ("RFQ") seeking Respondents who are qualified and prepared in all respects to perform the work on schedule and within budget. In the second step, MTA C&D will issue an RFP for the contract to the Respondents determined by MTA C&D to be qualified in the first step. It is anticipated that this contract will be funded in whole or part by NY grants. MNR has planned a multi-phase Brewster Yard improvements program to transform its Brewster Campus into a strategic maintenance facility and transportation hub in the Town of Southeast, Putnam County, NY. The yard improvement program will expand the yard to accommodate a new train fleet and servicing facilities and will also reconfigure the existing railyard. The Brewster Yard improvements include the following three planned phases: Phase 1 – Southeast Station Parking and Access Improvements; Phase 2 – Northward Yard Expansion; Phase 3 – Existing Yard Reconfiguration. This Contract is for the design and construction of Phase 1 by relocating the current Southeast Station customer parking to a new parking facility to allow for yard expansion and upgrades in future phases.

Funding: 100% MTA  
Contract Term: 30 Months

Goals: 15% MBE; 15% WBE; 6% SDVOB

Est \$ Range: Over \$100M

**\*\*\*\*PLEASE SEE THE ATTACHED SCOPE OF WORK FOR ADDITIONAL INFORMATION\*\*\*\***

**(X) PRE-BID CONFERENCE LOCATION:**

**DATE: TBD**

**TIME: TBD**

Virtual via Microsoft Teams- Please contact the assigned procurement representative at [karl.smith@mtacd.org](mailto:karl.smith@mtacd.org) to register

**(X) SITE TOUR LOCATION:**

**DATE:**

**TIME:**

**FOR MORE INFORMATION, PLEASE CONTACT:**

**PROCUREMENT REPRESENTATIVE:** Karl Smith

**EMAIL:** [karl.smith@mtacd.org](mailto:karl.smith@mtacd.org)

### **REQUIREMENTS TO PARTICIPATE**

**SYSTEM FOR AWARD MANAGEMENT (SAM):** VENDORS ARE REQUIRED TO REGISTER WITH SAM, A FEDERAL VENDOR DATABASE USED TO VALIDATE VEDNDOR INFORMATION, BEFORE REQUESTING BID DOCUMENTS. YOU CAN VISIT THEIR WEBSITE AT [www.sam.gov](http://www.sam.gov) TO REGISTER. A DUNS NUMBER IS REQUIRED FOR REGISTRATION.

**\*\*\*\*\*WE CANNOT PROCESS DOCUMENT REQUESTS WITHOUT A MTA BIDDER/SUPPLIER NUMBER. PLEASE ACCESS THE MTA VENDOR PORTAL, [WWW.MYMTA.INFO](http://WWW.MYMTA.INFO), TO REGISTER AS A BIDDER\*\*\*\*\***

## Short Project Summary

### Brewster Yard Improvements (Phase 1): SOUTHEAST STATION PARKING

MTA Construction & Development (MTA C&D) in conjunction with Metro-North Railroad (MNR) has developed a multi-phase improvement program to transform MNR's Brewster Campus into a strategic maintenance facility and transportation hub in the Town of Southeast, Putnam County, NY. The yard improvement program will expand the yard to accommodate a new train fleet and facilities and reconfigure the existing railyard. The existing MNR Brewster Campus includes the Southeast Station, customer surface parking lots, Harlem Line tracks, the existing train storage yard, and maintenance facility of Brewster Yard. The project limits include the existing MNR Brewster Campus and an undeveloped parcel, east of the Harlem Line; refer to Figure 1-1.



**Project Boundaries: Figure 1-1**

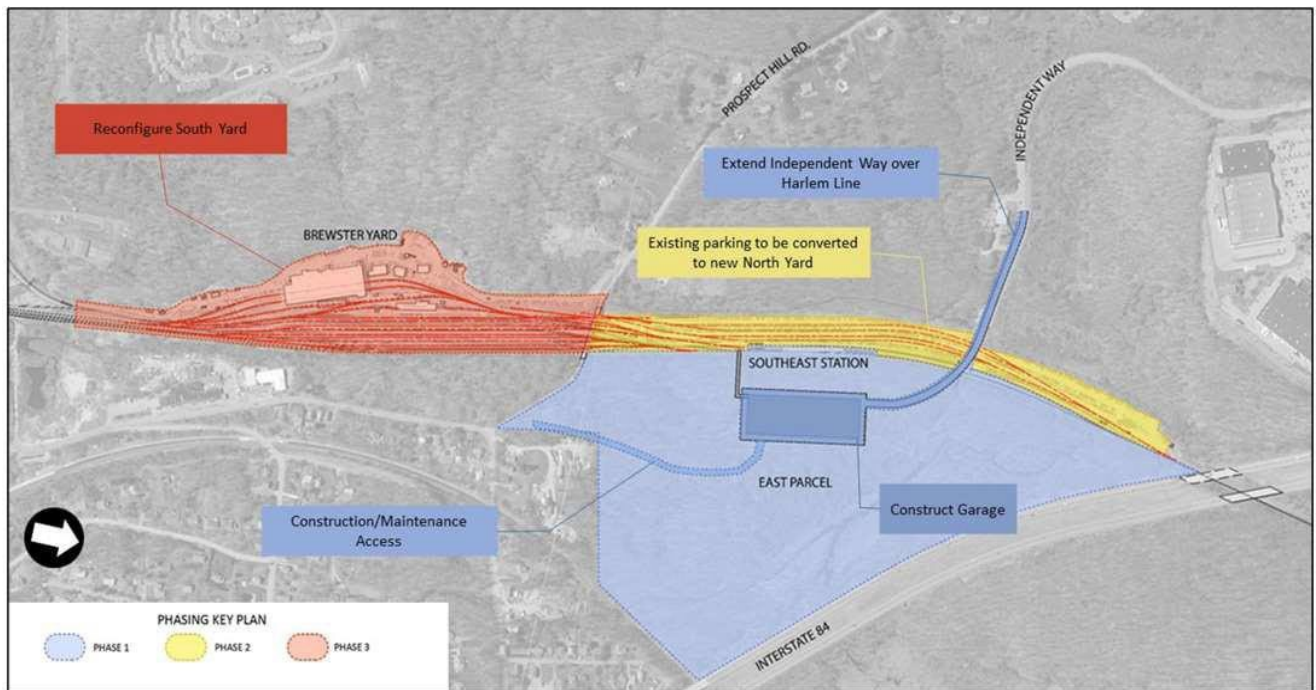
Construction of the Brewster Yard Improvements Program will follow three (3) planned phases as indicated in Figure 1-2:

- Phase 1 – Southeast Station Parking and Access Improvements
- Phase 2 – Northward Yard Expansion
- Phase 3 – Existing Yard Reconfiguration

This Project will design and construct the first phase by relocating the current Southeast Station customer parking to a new parking facility to allow for yard expansion and upgrades in future phases. The project site is primarily comprised of the existing Independent Way, Southeast Station surface parking lot, Southeast Station Overpass, and a forested, undeveloped East Parcel. Independent Way and its adjacent right-of-way are owned and maintained by the Town of Southeast. Southeast Station surface parking lot, Southeast Station and the East Parcel are owned by MNR.

MTA C&D requires Design Build services to perform the final design and construction of the Phase I work under Contract No. 1000188858. The Work includes the construction of a new

1320-space parking garage with intermodal facilities, enhanced vehicular access, and station access improvements on the eastern portion of Brewster Campus.



**Phasing Plan: Figure 1-2**

The proposed vehicular access point for the new parking structure is via a fly-over bridge off Independent Way that extends over the existing main line tracks at Milepost HA MP 53.60. A secondary vehicular access point is from Prospect Hill Road and running north to the garage. This roadway will facilitate permanent MNR maintenance access as well as temporary construction access to the site. A new pedestrian overpass will extend from the new proposed parking garage and over the main line tracks to connect the existing station overpass. This will provide the direct link and access from the garage to the station platforms.

Below is the list of major infrastructural elements for the Project:

1. New 5-level Parking Garage with Intermodal Areas.
2. New Approach Roadway and Two-span Fly-over Bridge from Independent Way.
3. New Access Roadway from Prospect Hill Road to the new parking facility.
4. New Pedestrian Overpass

The Brewster Campus is in New York City Department of Environmental Protection watershed. The Design Builder is therefore required to evaluate the site plan for impact on existing wetlands and the state regulated 100' wetland setback.

All access improvement strategies shall consider commuter safety, convenience, and amenities.