

**DATE: 12/30/2024**

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

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

**SSE EVENT#: 00004 3**

**OPENING/DUE DATE: 02/03/2025**

**TYPE OF SOLICITATION:**

**DOCUMENT AVAILABILITY DATE: 12/3 /2024**

**SOLICITATION TITLE: A3 4 Design-Build Services for ADA pgrades -- Pac age**

**DESCRIPTION:** The Metropolitan Transportation Authority (“MTA”), by and through the MTA Construction and Development Company (“MTA C&D”), will be issuing a two-step Request for Proposals (“RFP”), in order to identify and engage a qualified Design-Builder to provide design-build services to for ADA upgrades at three (3) MTA Stations including Station Renewal at one (1) MTA Station in accordance with ADA Accessibility Guidelines, including but not limited to installing new elevators at various stations. In addition, and as part of the procurement for the Contract, the MTA intends to enter into a separate contract to provide for the long-term maintenance of new elevators. Respondents that are selected in the first step of the solicitation, the Request for Qualification (“RFQ”) process, will be eligible to participate in the upcoming second step, the Request for Proposal (“RFP”) process. MTA C&D intends to award a design-build contract and a maintenance contract at the end of the RFP process.

Funding: 100% MTA Goals: MBE: 15% WBE: 15% SDVOB: 6% Est \$ Range: Over \$100M

Contract Term: 1,1 1 Calendar Days

**\*\*\*PLEASE SEE THE ATTACHED PROJECT OVERVIEW FOR ADDITIONAL INFORMATION\*\*\***

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

**DATE: 1/13/2025**

**TIME: 10:00AM**

Virtual via Microsoft Teams- lease t a t t e assig e  
r r e e t re rese tati e at [lisa.regatti@mtacd.org](mailto:lisa.regatti@mtacd.org) t register

**( ) SITE TOUR LOCATION:**

**DATE:**

**TIME:**

**FOR MORE INFORMATION, PLEASE CONTACT:**

**PROCUREMENT REPRESENTATIVE:** Lisa Rigatti

**EMAIL:** [lisa.regatti@mtacd.org](mailto:lisa.regatti@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\*\*\*\*\***

**Contract No. A37824  
Project Overview**

## **1. Introduction to the Project**

The Work of this Contract A37824 will provide NYCT passengers reliable ADA access to platform levels at the three (3) NYCT stations described below. The Work also includes the station renewals at one (1) station and platform component at one (1) station. In addition, the Maintenance Contract will provide for long-term reliable maintenance of the new elevators.

## **2. Contracting Methodology**

Following the two-step solicitation process described in Section 1.3 of the RFQ and Section 4 below, the design-build contract will be awarded to the Shortlisted Respondent, in its capacity as a Proposer under the RFP, that submits the Proposal that MTA C&D determines, in its sole discretion, to offer the best value based on an evaluation of qualitative factors, including cost and schedule, following the two-step solicitation process. Contracting on a design-build basis is intended to encourage development of innovative designs, planning, and logistics while also optimizing the sharing of risk related to the Work.

## **3. Background information and Project Scope/Description**

Subject to the requirements of the RFP, the Design-Builder will be required to provide all planning, design, engineering, and construction services to complete the Work on time and within budget.

### **a. BRIARWOOD STATION**

Briarwood Station is an underground station on the IND Queens Boulevard Line in Queens and provides service to the F train, and limited E train service. This station has two (2) underground side platforms (two levels below grade) along Van Wyck Expressway Service Road, spanning south of Queens Boulevard to north of the entrance to Van Wyck Expressway, and boarding on the east side of Maple Grove Cemetery. This station has one (1) mezzanine (one level below grade), spanning most of the station, open to the public with the station's staffed control area at the mid-point to the south end of the station and the NYPD Transit District 20 at the north end of the station.

This station has: one (1) street elevator along Queens Boulevard/ NY Westbound, that connects to the mezzanine via an underpass pedestrian transfer corridor below Queens Boulevard and Van Wyck Expressway; three (3) street stairs (S5A-B/M7A-B/M5A-B, S4A-B/M6A-B, S1/M1/M2A-B) that provide access to the mezzanine; two (2) stairs (S2/M3/M4A-B, S3/M9/M8A-B) that are slabbed over at street level and closed to the public; four (4) platform stairs (P7, P5, P3, P1) that provide access to the Northbound (NB), Jamaica-bound side-platform; and four (4) platform stairs (P8, P6, P4, P2) that provide access to the Southbound (SB), Manhattan-bound side-platform.

Renewal Work is also required at Briarwood Station.

The Work at this station includes:

- i. Installation of two (2) two-stop elevators, one (1) per platform, direct from platform to mezzanine level and associated facilities;
- ii. Replacement of vent structures with equal free space;
- iii. Construction of three (3) mezzanine level control areas and fare arrays;
- iv. Removal and construction of four (4) platform to mezzanine level stairs;
- v. Expansion of the existing fire standpipe system;
- vi. Reconstruction of the full length of each platform edge;
- vii. Provision of ADA raised boarding areas at platform level;

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- viii. Electrical upgrades for elevator and associate components;
- ix. Relocation of street utilities; and
- x. State of good repair work for structural and architectural components including structural steel and concrete repair work, leak mitigation Work, ventilator repair Work, architectural finishes, and other deteriorated miscellaneous components within the Station.

**b. PARSONS BLVD STATION**

Parsons Blvd is an underground station on the IND Queens Boulevard Line in Queens and provides service to the F train. This station has one (1) mezzanine (one level below grade), which spans east of 153rd Street to Parsons Blvd, that is open to the public and houses two (2) control areas.

This station has three (3) street stairs (S3/M3, S4/M4, S5/M5A-B) that provide access to the unstaffed West control area; three street stairs (S1/M1, S2/M2, S6/M6A-B) that provide access to the staffed East control area; five (5) platform stairs (P1, P3, P5, P7, P9) that provide access to the Northbound (NB), Jamaica-bound center-island platform; and five platform stairs (P2, P4, P6, P8, P10) that provide access to the Southbound (SB), Manhattan-bound center-island platform. This station has four (4) tracks; Southbound-Local, Southbound-Express, Northbound-Local and Northbound-Express. Portions of the mezzanine are closed to the public and house various station support spaces but connection is available through an open corridor between the two (2) control areas and ends of the station for both paid and unpaid travel.

The Work at this station includes:

- i. Installation of three (3) two-stop elevators, one (1) per platform, direct from platform to mezzanine level and one (1) from the mezzanine passageway to street level and associated facilities;
- ii. Construction of mezzanine passageway;
- iii. Expansion of the existing fire standpipe system;
- iv. Reconstruction of the full length of each platform edge;
- v. Provision of ADA raised boarding areas at platform level;
- vi. Electrical upgrades for elevator and associated components;
- vii. Reconfiguration of sidewalk, including curb bump-out, signage procurement and installation; and
- viii. Relocation of street utilities.

**c. GATES AVENUE STATION**

Gates Avenue Station is an elevated station on the BMT-Jamaica Line in Brooklyn along Broadway and provides service to the J and Z trains. This elevated station has two (2) side platforms. At street level, Broadway has one (1) travel lane running east and one (1) running west. Gates Avenue has one (1) travel lane running north and one (1) running south.

This station has two (2) existing mezzanines; two (2) street stairs, S3 & S4, that provide access up to the West mezzanine; two (2) platform stairs, P3 & P4, that provide access to the NB and SB side platforms; two (2) closed stairs, S1 & S2, that provided access to the east mezzanine; and two (2) platform stairs, P1 & P2, that are also closed off to public but lead to the NB and SB side platforms.

Station Platform Component Work is also required at Gates Avenue Station, which shall include repairing the deteriorating platform conditions, including the platform edges, to ensure safety, functionality, and compliance with applicable vertical and horizontal clearance requirements.

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The Work at this station includes:

- i. Installation of two (2), two-stop elevators, one (1) per platform, direct from street level to a widened side platform and associated facilities;
- ii. Construction of two (2) platform level control areas and fare arrays;
- iii. Construction of two (2) street to control area stairs;
- iv. Expansion of the existing fire standpipe system;
- v. Provision of ADA raised boarding areas at platform level;
- vi. Electrical upgrades for elevator and associated components;
- vii. Relocation of street utilities;
- viii. Reconfiguration of sidewalk, including curb bump-out, traffic signals, signage procurement and installation; and
- ix. Platform components repairs and replacements of steel and concrete to bring the station platforms to a state of good repair.

#### **4. Procurement Process**

The procurement process for Contract A37824 consists of two steps: (i) the Request for Qualifications and (ii) the Request for Proposals, as described in further detail below:

- a. This Step 1, the RFQ, invites interested teams (each, a “Respondent”) to submit SOQs that detail, among other things, their qualifications, capability, capacity, and experience to perform the Work.
- b. MTA C&D will evaluate all SOQs received in accordance with the criteria set out in this RFQ. Based on its evaluation, MTA C&D will select up to four (4) Respondents (the “Shortlisted Respondents”) that it has deemed, in its sole discretion, to possess the capability, capacity, and experience necessary to undertake and successfully complete the Work. Only the Shortlisted Respondents will be eligible to participate in the second step of the procurement process, the Request for Proposals (“RFP”).
- c. In Step 2, MTA C&D will issue the RFP to invite the Shortlisted Respondents as proposers (“Proposers”) to submit Proposals. MTA C&D will evaluate each Proposal received in accordance with the RFP requirements and select the Proposal that, in MTA C&D’s sole discretion, represents the best value to MTA C&D. While price will be a factor in the evaluation, design, technical approach, and other qualitative factors will also be considered. Schedule will be a major determinative element in awarding the Design-Build Contract.
- d. The RFP will provide specific instructions on the submission requirements and the evaluation factors for the Proposals.
- e. Prior to issuing the RFP, MTA C&D may, in its discretion, issue a draft of the RFP to the Shortlisted Respondents to solicit feedback. MTA C&D reserves the right to conduct one-on-one discussions with each Shortlisted Respondent to obtain such feedback.
- f. **During** Step 2, the Shortlisted Respondents may be given the opportunity to attend a Site Tour at the location(s) where the Work will be performed. **Where track access is necessary, all attendees will be required to have MTA NYC Transit Track Safety Certification and possess a valid course completion card.** The Shortlisted Respondents are responsible for ensuring that its designated attendees have current NYC Track Safety Certifications including, where necessary, scheduling attendance at track training classes sufficiently in advance of the Site Tour to ensure certification.
- g. During Step 2, MTA C&D will offer a stipend to Shortlisted Respondents that submit Proposals that are responsive to the RFP requirements but are not awarded the Contract.

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All SOQs shall be submitted electronically to MTA C&D by the SOQ Due Date set forth in Section 1.5 of the RFQ in accordance with the instructions for electronic submittals set forth in Section 9.3.4 and Part C of the RFQ.

## 5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about December 30, 2024. In order to obtain the RFQ documents, **prospective Respondents need to complete and submit the Contract Document Order Form to [SolicitationDocs@mtacd.org](mailto:SolicitationDocs@mtacd.org)**. After the order form is processed, prospective Respondents will be notified and instructed to log in the MTA Vendor Portal, [www.mymta.info](http://www.mymta.info), and download the RFQ documents.

### **IMPORTANT:**

1. **Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation.**
2. **New Vendors must first complete the registration process in order to obtain the RFQ documents. To register log in the MTA Vendor Portal, [www.mymta.info](http://www.mymta.info), selecting Vendor Sign-in & Registration, select New Bidder Registration and then follow the on-screen instructions.**

## 6. Evaluation of SOQs

As described in more detail in the RFQ, SOQs will be evaluated to establish a shortlist of qualified Respondents.

### a. Threshold Evaluation Criteria

Each Respondent's SOQ will be evaluated on a pass/fail basis for compliance with the SOQ submittal requirements, including:

- i. **Completeness**: The SOQ conforms to the RFQ requirements and includes all materials required by the RFQ.
- ii. **Timeliness**: The SOQ was submitted on or before the SOQ Due Date and time.
- iii. **Capacity**: The Respondent has presented evidence that its organization has the legal capacity to enter into and perform the Design-Build Contract and to design and build the Project and comply with New York licensing requirements.
- iv. **Responsibility**: Neither the Respondent nor any Major Participant is currently disqualified, removed, debarred, or suspended from performing or bidding on work for the United States government, any state or territory of the United States, or any New York local government; and demonstrates responsibility based on any publicly available reports and filings, reference checks as applicable, and company or court records or other internal MTA documents that are available to MTA C&D.
- v. **Financial Capability**: Respondent has demonstrated financial strength sufficient to complete the Project and has provided a letter from an eligible Surety to satisfy the financial requirements set forth in Section 9.9 of the RFQ.

### b. Substantive Evaluation Criteria.

Each SOQ passing the Threshold Evaluation will undergo a Substantive Evaluation. The Substantive Evaluation will be conducted using the evaluation criteria listed below in descending order of importance.

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- i. **Team, Key Personnel and Organization:** The demonstrated qualifications and experience of the proposed Key Personnel, the experience of the proposed management team, including the ability to manage all aspects of the Design-Build Contract and successfully integrate the various Major Participants; and organizational capacity to ensure sufficient staffing to perform the design and construction work. Additionally, the Respondent will be evaluated on the benefits of any value-added positions and the strength of the individuals proposed for those positions.
- ii. **Project Approach:** The extent to which a Respondent demonstrates an understanding of, and approach to, the development, design, and construction of the Project including unique issues, specific risks, and any challenges associated with the Project, and maintenance of the new elevators.
- iii. **Prior Design-Build Experience:** The extent and depth of each Major Participant's experience with comparable projects.
- iv. **Past Performance:** Demonstrated record of performance of all Major Participants including: quality of work product; good standing and adequate progression of work; claims history including number of claims submitted that were ultimately disallowed or significantly reduced, number of disputes submitted to formal dispute resolution and disposition of such actions, claims brought against the firm under the False Claims Act; record of terminations for cause and defaults; disciplinary action, including suspension; safety record; client references; and awards, citations and commendations.
- v. **Diversity Compliance:** Respondent's record of successful MWBE, DBE, or SDVOB usage on past and current projects, and organizational commitment as demonstrated by policies, internal structures, and practices.

## **7. Experience and Performance of Respondent Teams**


During the RFQ process, MTA C&D will identify Respondent Teams comprised of design and construction firms, elevator manufacturers, elevator installers, and elevator maintainers, available with demonstrated experience, expertise, capacity, and record of producing quality work on projects similar in nature to the Project.

- a. Objective is to identify Respondents that include a Lead Contractor and Designer with:
  - i. experience, individually and collectively, in successfully managing, designing and constructing projects of the size, type and complexity as reflected in the scope of Work and anticipated for the Project;
  - ii. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work;
  - iii. organizational capacity to perform the Work; and
  - iv. qualified Key Personnel and Value-Added Personnel identified in Section 9.10 of the RFQ with experience managing and performing work in active rail and transit station environments, including without limitation, project managers, construction managers, design consultants, safety managers, quality managers and schedulers.
- b. Objective is to identify Respondents that include an Elevator Manufacturer, Elevator Installer, and Elevator Maintainer with:
  - i. experience in successfully manufacturing, installing, and maintaining elevators in the quantities, with such performance and technical specifications, for such purposes, and in the environments similar to those reflected in the scope of Work and anticipated for the Project, including in heavy-duty transportation system, airport or equivalent elevators;

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- ii. experience in achieving expected levels of maintainability and life cycle performance and satisfaction of handback requirements in similar projects;
- iii. experience in and a record of providing long term original equipment manufacturer (“OEM”) and installation warranties, maintenance, and support to project owners;
- iv. technical and management experience and expertise to plan, organize and execute the relevant parts of the Work and assure the quality and safety of the Work; and
- v. qualified key personnel with experience managing and performing work in the environments similar to those reflected in the scope of Work, including active rail and transit station environments.

**8. General Limitations on Respondent Team Membership**

- a. Subject to Section 9 herein, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel:
  - i. with the exception of the Elevator Manufacturer, the Elevator Installer, and the Elevator Maintainer:
    - A. no Major Participant, including its affiliates, may participate on more than one (1) Respondent team;
    - B. non-Major Participant Subcontractors and their Affiliates may participate on more than one (1) respondent team, subject to compliance with Section 5.3 of the RFQ, this Section 8, and Section 10 herein;
    - C. no firm that employs one or more of the individuals named as Key Personnel on one Respondent team may serve any role on another Respondent team; and
    - D.  the exception of the Communications Systems Project Manager and Network Technical Expert and Systems Integration Technical Expert, no individuals serving a Key Personnel role on one (1) Respondent team may serve any role on another Respondent team.
  - b. Respondents and Major Participants that are not selected as a Shortlisted Respondent are not restricted under this Section 8 from participation solely on the basis of having been a member of such unsuccessful Respondent team. Following the public announcement identifying the Shortlisted Respondents, members of each unsuccessful Respondent team (including Major Participants) may seek to join the team of a Shortlisted Respondents, subject to the restrictions set forth herein.

**9. Proposed Engagements with Duplicate Major Participants**

Each Respondent shall identify and propose a single entity for each Major Participant in its SOQ, for which purposes a Joint Venture will be considered to be a single entity.

- a. Notwithstanding the foregoing restriction, a Respondent may include in its SOQ up to four (4) proposed Elevator Manufacturers, up to four (4) proposed Elevator Installers, and/or up to four (4) proposed Elevator Maintainers as alternatives. Such arrangements will be subject to, respectively, Section 10 below.

**10. Limitations on Exclusivity**

- a. Non-Major Participants, Subcontractors, and other Persons which are not prohibited from participating on more than one (1) Respondent team under Section 8 herein, may participate on more than one (1) Respondent team subject to compliance with the following requirements in order to protect the integrity of the procurement process:

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- i. Respondents may not team with or engage an entity if such teaming is conditioned on that entity or its Affiliates being on a Respondent's team on an exclusive basis.
  - ii. Any otherwise permitted engagement of a Person by two (2) or more Respondent teams shall be subject to: (i) the disclosure to all relevant Respondent teams that such entities and personnel are engaged by another Respondent team; (ii) the institution of Information Barriers acceptable to MTA C&D; and (iii) the prohibition of any such entity and their personnel sharing information (or being asked by a Respondent team to share information) regarding the procurement and the Design-Build Contract between or among Respondent teams..
- b. If a Respondent elects to non-exclusively engage two (2) Designers for its SOQ, MTA C&D will treat such Designers as a Joint Venture in accordance with Paragraph 9.2 of the RFQ. However, if MTA C&D determines that such arrangement does not represent a true Joint Venture and is not in the best interests of the RFQ and/or performance of the Work, MTA C&D may, in its discretion, require the Respondent to: (i) demonstrate that such arrangement reflects a true Joint Venture arrangement appropriate for Contract A37806; and/or (ii) finalize the engagement of one (1) but not both Designers with the revised engagement documented as an Organizational Change either under the terms of this RFQ or the equivalent terms of the RFP. In addition, Shortlisted Respondents and Proposers will be entitled, at their own initiative, to finalize the engagement of one (1) Designer, but not both Designers with the revised engagement documented as an Organizational Change either under the terms of this RFQ or the equivalent terms of the RFP.
- c. Elevator Installers, Elevator Manufacturers, Elevator Maintainers, or their Affiliates, which are not prohibited from participating on more than one (1) Respondent team under Section 8 herein, may participate on more than one (1) Respondent team subject to compliance with the following requirements in order to protect the integrity of the procurement process:
- d. The engagement of an Elevator Installer, Elevator Manufacturer, Elevator Maintainer, or any of their Affiliates by two (2) or more Respondent teams shall be subject to:
- i. the disclosure to all relevant Respondent teams that such entities and personnel are engaged by another Respondent team;
  - ii. the institution of Information Barriers acceptable to MTA C&D; and
  - iii. the prohibition of any such entity and their personnel sharing information (or being asked by a Respondent team to share information) regarding the procurement, the Design-Build Contract, and the Maintenance Contract between or among Respondent teams.
- e. If a Respondent elects to non-exclusively engage multiple Elevator Manufacturers, Elevator Installers, or Elevator Maintainers, such Shortlisted Respondent or Proposer must finalize the engagement of one (1), but not more than one (1), of each entity and identify the selected entity in its Proposal.