

**DATE: 2/16/2021**

**CONSTRUCTION/ARCHITECTURAL & ENGINEERING CONTRACT  
SOLICITATION NOTICE/PROJECT OVERVIEW**

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

**SSE EVENT#: 0000342802**

**OPENING/DUE DATE: 04/1/2021**

**TYPE OF SOLICITATION: RFP**

**DOCUMENT AVAILABILITY DATE: N/A**

**SOLICITATION TITLE: A-37219 Design-Build Services for the 14th Street ADA Complex**

**DESCRIPTION:** The Metropolitan Transportation Authority (“MTA”), by and through the 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 accessibility upgrades at the 14th Street Complex and the associated long-term maintenance for the new elevators. 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 Contracts to the Respondents determined by MTA C&D to be qualified in the first step. Respondents with current contracts to perform work on MTA projects must be in good standing and satisfactorily progressing the work on such contracts to be deemed qualified to participate in the solicitation for the Contracts. It is anticipated that the Contracts will be funded in whole or in part by Federal grants. Bid Documents for Step 1 are available via the MTA Vendor Portal, [www.mymta.info](http://www.mymta.info).

Funding: 100% FTA      Goals: 22.5% DBE      Est \$ Range: Over \$100M      Term: Approx. 42 Months

**\*\*Please see the attached for additional information\*\***

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

**DATE:**

**TIME:**

There will be an informational meeting for this procurement to be held on a date, time, and location specified in the RFQ. See Paragraph 6 below for information on how to obtain the RFQ documents.

**( ) SITE TOUR LOCATION:**

**DATE:**

**TIME:**

**FOR MORE INFORMATION, PLEASE CONTACT:**

**PHONE: 332-999-0818**

**PROCUREMENT REPRESENTATIVE:** Alexander Wanless

**REQUIREMENTS TO PARTICIPATE**

**DATA UNIVERSAL NUMBERING SYSTEM (DUNS) NUMBER:** ALL VENDORS MUST HAVE A DUN & BRADSTREET DUNS NUMBER IF THEY WISHTO PARTICIPATE IN THIS PROCUREMENT. VENDORS WHO DO NOT HAVE A DUNS NUMBER CAN REGISTER ONLINE AT [WWW.MYDNC.COM](http://WWW.MYDNC.COM). TO OBTAIN ONE FREE OF CHARGE. YOU MUST STATE THAT THE NUMBER IS REQUIRED FOR SAM (SYSTEM FOR AWARD MANAGEMENT)

**SYSTEM FOR AWARD MANAGEMENT (SAM):** VENDORS ARE ALSO 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. A37129  
Project Overview**

## **1. Introduction to the 14th Street Complex Project**

MTA seeks to retain the services of a qualified design-build team (the “Design-Builder”) to perform the design and construction Work under the terms of Contract A37129, which calls for ADA accessibility and state of good repair improvements at multiple stations on 14th Street in the Borough of Manhattan (the “Project” or “the Work”), and the performance of long-term elevator maintenance for the new elevators. For certainty, MTA C&D intends to award two (2) related contracts at the conclusion of the RFP process: (i) the design-build contract (the “Design-Build Contract”) with the Design-Builder; and (ii) an elevator maintenance contract (the “Elevator Maintenance Contract”) with the Elevator Maintainer on the basis of its affiliation with the Design-Builder’s subcontracted Elevator Installer and/or Elevator Manufacturer (collectively, the “Contracts”). The Design-Builder will be required to provide all planning, design, engineering, and construction services to complete the Work on time and within budget.

The Project improvements, including the installation of elevators and other ADA improvements, are to result in fully ADA compliant vertical transportation with long-term reliable service assured through the achievement of key performance metrics set forth in the related Elevator Maintenance Contract, which will require a consistently high level of service to be paid for through a stable, performance-based payment structure. The Work will be performed in an active subway environment and will require coordination with NYCDOT. The schedule for this Contract will require Work to be performed on nights and weekends. The Design-Builder will be provided with Railroad-Supplied Services to perform the Work.

## **2. Contracting Methodology**

The Design-Build Contract will be awarded as a fixed lump sum price contract to the 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, as well as cost and schedule, following the two-step solicitation process. This method of procurement is intended to encourage development of innovative designs, planning and logistics while also optimizing schedule and the sharing of risks related to the Work.

MTA C&D will also award the Elevator Maintenance Contract to provide for the long-term maintenance of the newly installed elevators, including rectification of certain issues resulting from installation and manufacture, as a long-term, performance payment-based contract to the Elevator Maintainer, on the basis of its affiliation with the Design-Builder’s subcontracted Elevator Installer and/or Elevator Manufacturer. Procurement of the Elevator Maintenance Contract in conjunction with procurement of the Design-Build Contract, and the award of the Elevator Maintenance Contract to an affiliate of the Design-Builder’s Elevator Manufacturer and/or Elevator Installer, is intended to ensure consideration of long-term maintenance and life-cycle costs during design and construction.

## **3. Key Project Elements**

The goal of this Project is to provide ADA accessibility and state of good repair improvements at the 14<sup>th</sup> Street Station Complex in the Borough of Manhattan.

## **4. Project Scope/Description**

The Canarsie Line (L) extends from 1st Avenue to 8th Avenue in Manhattan and intersects with northbound and southbound lines at 14th Street. The following stations will be made ADA accessible through this Project: the Sixth Avenue Station at 14<sup>th</sup> Street (L), the 14<sup>th</sup> Street Station on the Sixth Avenue Line (F/M), and the 14<sup>th</sup> Street Station on the 7<sup>th</sup> Avenue Line (1/2/3). These stations are connected by an existing passageway that allow a subway rider to access the L, 1/2/3, and F/M Lines without exiting the subway system. In addition, state of good repair work will be performed at the 8th Avenue and 14th Street Station, where the A/C/E Line intersects with the Canarsie Line. This Station is currently ADA accessible. The Design-Builder will also perform state of good repair work along the entire Canarsie Line in the Borough of Manhattan.

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Work at the 14<sup>th</sup> St. Complex entails the design and construction of the following:

**Sixth Avenue Station on the Canarsie Line (L)**

- Installation of two (2) street-to-mezzanine elevators and two (2) mezzanine-to-platform elevators.
- Structural and excavation work required to accommodate the new elevator installations.
- Relocation of existing station facilities, rooms, and offices, and construction of new system control areas.
- Upgrade the mechanical, electrical, plumbing and communication systems.
- Relocation of public utilities.
- Relocation of existing stairs to accommodate new elevators and upgrades to existing stairs.
- Upgrade platforms and boarding areas for compliance with ADA requirements and platform edge reconstruction.
- Track sidewall tile replacement, column bases, beams, environmental, architectural finishes, station component repairs, and concrete repairs within the Station.
- Waterproofing and leak mitigation.

**14th Street Station on the 6th Avenue Line (F/M)**

- Installation of two (2) street-to-mezzanine elevators and two (2) mezzanine-to-platform elevators.
- Structural and excavation work required to accommodate the new elevator installations.
- Upgrade the mechanical, electrical, plumbing and communication systems.
- Upgrade platforms and boarding areas for compliance with ADA requirements, and platform edge reconstruction.
- Relocation of existing stairs to accommodate new elevators and upgrades to existing stairs.
- Column bases, beams, environmental, architectural finishes, station component repairs, and concrete repairs within the Station.
- Waterproofing and leak mitigation.

**14th Street Station on the 7th Avenue Line (1/2/3)**

- Installation of one (1) street-to-mezzanine elevator and two (2) mezzanine-to platform elevators.
- Modification of the existing passageway connecting this Station to the 14<sup>th</sup> Street Station on the 6<sup>th</sup> Avenue Line (F/M) and the Sixth Avenue Station on the Canarsie (L) to accommodate relocation of NYCT facilities and upgrades to the architectural finishes in the passageway.
- Upgrade platforms and boarding areas for compliance with ADA requirements, and platform edge reconstruction.
- Relocation of existing stairs to accommodate new elevators and upgrades to existing stairs.
- Track sidewall tile replacement, column bases, beams, environmental, architectural finishes, station component repairs, and concrete repairs within the Station.
- Waterproofing and leak mitigation.

**14<sup>th</sup> Street Station on the 8<sup>th</sup> Avenue Line (A/C/E)**

- Reconstruction of one (1) ventilator.

**Work along the Canarsie Line from 1<sup>st</sup> Avenue to 8<sup>th</sup> Avenue (L)**

- Perform structural, concrete, steel, beams, column, and leak repairs along the tunnel line structure.

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## **5. Procurement Process**

The procurement process will consist of two steps: (i) the Request for Qualifications; and (ii) the Request for Proposals as described in further detail below.

- A. Pursuant to the Request for Qualifications (“RFQ”), MTA C&D will invite entities or groups of entities (“Respondents”) interested in competing to perform the Work to submit Statements of Qualifications (“SOQs”) that detail, among other things, their qualifications and preparedness to formally submit proposals for the Contracts.
- B. MTA C&D will evaluate all SOQs received in accordance with evaluation criteria set out in the RFQ. Based on the results of the evaluation, and at its discretion, MTA C&D then expects to select Respondents (the “Shortlisted Respondents”) with the capability, capacity, and experience necessary to undertake and successfully complete the Work as the Design-Builder, to participate in the second step of the process, the Request for Proposals (“RFP”).
- C. After shortlisting but prior to issuance of a final RFP, MTA C&D may, at its discretion, issue a draft RFP to the Shortlisted Respondents and carry out a series of one-on-one discussions with the Shortlisted Respondents in order to solicit feedback on the draft RFP. This draft RFP would include a draft form of Contract.
- D. With or without issuance of a draft RFP, the second step in the procurement process will involve inviting the Shortlisted Respondents to respond to the RFP. Through the evaluation of the Proposals submitted in response to the RFP, MTA C&D intends to ultimately select the Shortlisted Respondent whose Proposal, in MTA C&D’s discretion, represents the best value to MTA C&D based on an evaluation of pricing and qualitative factors. While price will be a factor in the evaluation, design, technical approach and other qualitative factors will also be considered in determining best value. In particular, schedule will be a major determinative element in awarding the Contracts.
- E. The purpose of the RFP will be to allow MTA C&D to select the Design-Builder(s) and the Elevator Maintainer for award of the Contracts. The RFP will provide specific instructions on required submittals, the evaluation factors, the objectives and requirements for evaluation, and the evaluation criteria for the RFP step of the procurement.
- F. During Step 2, MTA C&D will offer a stipend to Shortlisted Respondents that submit Proposals responsive to the RFP requirements but are not awarded a contract.

## **6. RFQ Availability**

The RFQ documents will be made available to all prospective Respondents on or about **February 16, 2021**. In order to obtain the RFQ documents, prospective Respondents need to complete and submit the order form available on the MTA’s website by clicking the “Order Now” link.

## **7. Evaluation of SOQs**

As described in more detail in the RFQ, SOQs will be evaluated to establish a shortlist of qualified Respondents. MTA C&D anticipates using a pass/fail process that incorporates qualitative assessments to evaluate the SOQs. Each Respondent’s SOQ will be evaluated on a pass/fail basis for compliance with the SOQ submittal requirements, including:

- A. completeness of the SOQ and responsiveness to the requirements set forth in the RFQ;
- B. experience;
- C. past performance with regard to:
  - i. quality of work
  - ii. schedule compliance

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- iii. meeting D/M/WBE goal requirements
- D. organization and key personnel;
- E. project understanding and approach;
- F. responsibility; and
- G. financial strength.

Evaluations will include qualitative assessments where a Respondent may be deemed to fail (and not be shortlisted) even if the Respondent was responsive to the terms of the RFQ.

**8. Experience and Performance of Respondent Teams**

- A. During the RFQ process, MTA C&D will identify Respondents that include Lead Contractors and Lead Designers with:
  - i. experience in successfully managing, designing and constructing projects of size, type and complexity similar to the Contracts;
  - ii. a record of completing contracts on time and within budget;
  - iii. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work; and
  - iv. qualified key personnel with experience managing and performing work in active rail stations, including without limitation, to project managers, construction managers, designers, safety managers and schedulers.
  
- B. The background and experience for the Lead Contractors and Lead Designers are expected to be as follows:
  - i. experience within the last five (5) years of successfully performing as a prime or general contractor or lead designer on multiple construction projects of size, type and complexity similar to the Contracts, which will each be in excess of \$100 million;
  - ii. experience of at least three (3) years within the last ten (10) years of performing work as the prime or general contractor or lead designer on urban transit construction projects for the design, construction, and repair of transit facilities, including the installation of elevators and other ADA improvements; and
  - iii. sufficient organizational structure, management resources, equipment and labor, including an appropriate construction/design management team to be assigned to the Contract(s), to assure MTA that the Contract(s) will be properly coordinated and managed and will be completed on schedule.
  
- C. During the RFQ process, MTA C&D will also identify Respondents that include an Elevator Manufacturer, Elevator Installer, and affiliated potential Elevator Maintainers 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 active rail and transit stations;
  - ii. a record of completing contracts (including, as applicable, as prime or subcontractors) on time and within budget;
  - iii. experience in and a record of proving long term original equipment manufacturers/manuals (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 stations.

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- D. The background and experience for the Elevator Manufacturer and the Elevator Installer are expected to be as follows:
- i. relevant experience of successfully performing as a prime or key subcontractor on multiple elevator manufacturing, installation and maintenance projects or engagements of similar size, type and complexity to the Project, including in active rail and transit stations, which will each be in excess of \$5 million or three elevators;
  - ii. relevant resources and experience to provide long term OEM and installation warranties, maintenance, and support to project owners; and
  - iii. sufficient organizational structure, management resources, equipment and labor, including an appropriate management team to be assigned to the Design-Build Contract, and the ability to assure MTA C&D that the Design-Build Contract, the Elevator Manufacturer and installation subcontracts, and the Elevator Maintenance Contract will be properly coordinated and managed and will be completed on schedule and otherwise, with respect to maintenance, performed over an extended term.
- E. The background and experience for the potential affiliated Elevator Maintainer are expected to be as follows:
- i. maintenance of elevators installed and/or manufactured by an affiliate;
  - ii. maintenance activities in a major metropolitan area within the continental United States;
  - iii. experience in railroad and transit station elevator maintenance.

## **9. General Limitations on Respondent Team Membership**

- A. Subject to the Limitations on Exclusivity set forth in Section 10 below as it applies to Lead Designers, Elevator Manufacturers, Elevator Installers, and the Elevator Maintainers, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel as set forth in the RFQ:
- i. no Major Participant may participate on more than one (1) Respondent team;
  - ii. no Affiliate of any Major Participant may participate on another Respondent's team;
  - iii. Affiliated entities may not be on separate Respondent teams;
  - iv. no individuals serving a Key Personnel role on one Respondent team may serve any role on another Respondent team; and
  - v. no firm that employs one or more of the individuals named as Key Personnel on one (1) Respondent team may serve any role on another Respondent team.
- B. 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.

## **10. Limitations on Exclusivity**

Elevator Installers, Elevator Manufacturers, Elevator Maintainers, Designers, or their Affiliates, which are not prohibited from participating on more than one (1) Respondent team under Paragraph 9, 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:

- A. Respondents may not team with or engage any Elevator Installer, Elevator Manufacturer, or Elevator Maintainer during this procurement if such teaming is conditioned on that entity or its Affiliates being on a Respondent's team on an exclusive basis.
- B. The engagement of an Elevator Installer, Elevator Manufacturer, Elevator Maintainer, Designer 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



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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 Elevator Maintenance Contract between or among Respondent teams.

- C. 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. 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 A37129; 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.
- D. If a Respondent elects to non-exclusively engage up to four (4) Elevator Maintainers for its SOQ, MTA C&D will evaluate each independently and may approve all, some, or none of the proposed Elevator Maintainers as a Major Participant on the Proposer team for purposes of the RFP. If a Shortlisted Respondent includes more than one (1) approved Elevator Maintainers as a Major Participant after shortlisting, such Shortlisted Respondent or Proposer must finalize the engagement of one (1), but not more than one (1), Elevator Maintainer prior to submission of a Proposal in response to the RFP through an Organizational Change either under the terms of this RFQ or the equivalent terms of the RFP.
- E. Notwithstanding the foregoing, in no event may any individual employed by a Lead Designer or Affiliate hold a role, including as Key Personnel, on more than one (1) Respondent team during the RFP process.