

DATE: 07/13/2022

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT#: 0000402715

OPENING/DUE DATE: 09/07/2022

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 07/13/2022

SOLICITATION TITLE: C32520 Platform Screen Door Pilot Installation

DESCRIPTION: The MTA Construction & Development Company ("MTA C&D"), acting as an agent of and on behalf of the Metropolitan Transportation Authority ("MTA"), invites interested design-build teams to submit statements of qualifications ("SOQs") for Contract C32520, Platform Screen Door Pilot Installation at Multiple Locations. The Work for Contract C32520 is for design-build services to furnish and install platform screen doors ("PSDs") at three New York City Transit ("NYCT") subway stations – Time Square-42nd Street Station, Sutphin Boulevard-Archer Avenue Station, and the 3rd Avenue Station. In addition, the Project requires a separate long-term maintenance contract to provide for long-term reliable maintenance of the new PSDs.

Funding: 100% MTA

Goals: 10% MBE; 10% WBE; 0% SDVOB

Est \$ Range: Over \$100M

Contract Term: 33 Months

*****PLEASE READ THE ATTACHED PROJECT OVERVIEW FOR ADDITIONAL INFORMATION****

(x) PRE-BID CONFERENCE LOCATION:

DATE: 07/26/2022

TIME: 10:00AM

Virtual via Microsoft Teams- Please contact the assigned procurement representative at alexander.wanless@mtacd.org to register

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Alexander Wanless

EMAIL:
alexander.wanless@mtacd.org

REQUIREMENTS TO PARTICIPATE

SYSTEM FOR AWARD MANAGEMENT (SAM): VENDORS ARE REQUIRED TO REGISTER WITH SAM, A FEDERAL VENDOR DATABASE USED TO VALIDATE VENDOR INFORMATION, BEFORE REQUESTING BID DOCUMENTS. YOU CAN VISIT THEIR WEBSITE AT 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, TO REGISTER AS A BIDDER*******

**Contract No. C32520
Project Overview**

1. Introduction to Design-Build Services for Platform Screen Door Pilot Installation

MTA Construction & Development Company (“MTA C&D”), acting as an agent of and on behalf of the Metropolitan Transportation Authority (“MTA”), invites interested design-build teams to submit statements of qualifications (“SOQs”) for Contract C32520, Platform Screen Door Pilot Installation. Respondents that are selected by MTA C&D in the RFQ process will be eligible to participate in the upcoming Request for Proposals. MTA C&D intends to award a design-build contract (the “Design-Build Contract”) at the conclusion of the RFP process. For certainty, MTA C&D intends to award two related contracts at the conclusion of the RFP process, (i) the design-build contract (the “Design-Build Contract”) with the Design-Builder and (ii) a maintenance contract for the platform screen door systems with the PSD Maintainer (the “Maintenance Contract”) (collectively, the “Contracts”).

2. Contracting Methodology

- A. The Design-Build Contract will be awarded as a lump sum contract with certain components of the Work to be paid on fixed unit price. The award will be made 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 procurement process described in the RFQ. 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.
- B. Furthermore, and without limiting the Design-Builder’s obligation to provide certain original equipment manufacturer (“OEM”) warranties with respect to PSD installation and manufacture, MTA C&D will award the Maintenance Contract to the PSD Maintainer to provide for the long-term maintenance of the newly installed PSD systems, including rectification of certain issues resulting from installation and manufacture. The Maintenance Contract will be awarded as a long-term, performance payment based. Procurement of the Maintenance Contract in conjunction with procurement of the Design-Build Contract is intended to ensure consideration of long-term maintenance and life-cycle costs during design and construction. This approach is also intended to optimize pricing and the sharing of risks, including with respect to installation or manufacturer deficiencies.

3. Project Scope/Description

The Work for Contract C32520 is for design-build services to furnish and install platform screen doors (“PSDs”) at three New York City Transit (“NYCT”) subway stations – Time Square-42nd Street Station, Sutphin Boulevard-Archer Avenue Station, and the 3rd Avenue Station. In addition, the Project requires a separate long-term maintenance contract to provide for long-term reliable maintenance of the new PSDs.

The Metropolitan Transportation Authority (“MTA”) is advancing a multi-pronged approach to protect passengers from the risks of track intrusion within the subway system. As part of that initiative, the MTA has selected three subway stations for a platform screen doors pilot program. These stations represent a mix of different platform configurations that serve a high volume of riders. The protective doors will create a barrier to block access to the track areas until the train has arrived in a station to prevent riders from being pushed, falling, or trespassing on the tracks.

The stations where the PSDs will be installed are described below:

Times Square- 42nd Street Station

This Station is located at the intersection of West 42nd Street and Broadway in Manhattan and is served by the 1, 2, 3, 7, N, Q, R, S, and W trains. The PSDs will be installed on the island platform serving the 7 trains.

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Sutphin Boulevard-Archer Avenue Station

This Station is located at the intersection of Sutphin Boulevard and Archer Avenue in Queens and is served by the E and J trains at all times, as well as the Z train during rush hours. The PSDs will be installed on the curved island platform serving the E trains.

3rd Avenue Station

This Station is located at the intersection of 3rd Avenue and East 14th Street in Manhattan. The Station is served by the L train at all times. The PSDs will be installed on the northbound and southbound side platforms.

The Design-Builder will provide a standalone automated PSDs at the platform edges of the three stations set forth above. The installation shall ensure that the PSDs are aligned with the locations of train car doors openings when a train pulls into a station. A wayside-only berthing system for the trains to access the stations shall also be provided, and at the 3rd Avenue Station and the Times Square Station, stopping locations shall be coordinated with the existing CBTC systems at the stations. The Design-Builder shall take into account long-term reliability, availability, and maintainability requirements during the design development utilizing input from the proposed PSD Maintainer.

The Design-Builder will reconstruct the existing platforms to ensure that the platforms can support the weight of the PSDs. This will include replacement of the concrete, steel reinforcement, relocation of the tactile tiles, and replacement of rubbing boards. Any upgrades to the platforms shall be compliant with all Americans with Disabilities Act (ADA) regulations.

In addition to the PSDs, the Design-Builder will furnish and install emergency exit doors with push bars at all three stations to ensure that passengers can exit a train during an emergency if the train car doors are not aligned with the PSDs and door entrapment sensors to prevent passenger entrapment between the train doors and the PSDs. The Design-Builder will also construct one PSD control room at each station to house the PSD system equipment and one PSD storage room at each station for storage of spare parts. At the 42nd Street-Times Square Station and 3rd Avenue Station, the Design-Builder will replace existing tracks.

The Maintenance Contract between NYCT and the PSD Maintainer will provide services for the PSDs at each station for an initial period with an option to extend to repair the PSD systems and repair or place components

4. Procurement Process

The procurement process for Contract C32520 consists of two steps: (i) the Request for Qualifications and (ii) the Request for Proposals, as described in further detail below:

- a. 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 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.

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- d. The RFP will provide specific instructions on the submission requirements and the evaluation factors.
- 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, 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 Contracts.

All SOQs shall be submitted electronically to MTA C&D by the SOQ deadline set forth in the RFQ in accordance with the instructions for electronic submittals set forth in the RFQ.

5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about **July 11, 2022**. 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 "Document Order Form" link.

Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation. New Vendors must register first in order to log into the MTA Vendor Portal. To do so, after selecting Vendor Sign-in & Registration, select New Bidder Registration and follow the on-screen instructions.

6. Evaluation of SOQs

As described in more detail in the RFQ, SOQs will be evaluated utilizing a two-step process. The first step will be a pass/fail evaluation of threshold criteria ("Threshold Evaluation") followed by a qualitative evaluation based on technical factors ("Substantive Evaluation").

MTA C&D will first evaluate each SOQ based on the following pass/fail criteria:

- A. **Completeness**: The SOQ conforms to the RFQ requirements and includes all materials required by the RFQ.
- B. **Timeliness**: The SOQ was submitted on or before the SOQ Due Date.
- C. **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.
- D. **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.
- E. **Bonding Capacity**: Respondent has provided a letter from an eligible Surety to satisfy the requirements set forth in the RFQ that demonstrates that the Respondent has available bonding capacity at least commensurate with the Work.

Each SOQ received will be reviewed for each of the criterion set forth above. SOQs must satisfy each of the pass/fail criterion, subject to MTA C&D's reserved rights described in the RFQ, to advance to the Substantive Evaluation. SOQs not satisfying each pass/fail criterion will be excluded from further consideration and those Respondents will be so notified. MTA C&D may also exclude from consideration any Respondent whose

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SOQ contains a material misrepresentation.

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.

- A. **Major Participants**: The Respondent will be evaluated on the qualifications, capability and experience of its Major Participants and the overall strength of its Proposer team, including the Lead Contractor, the PSD Manufacturer, the PSD Maintainer, and the Designer, as well as any Named Subcontractors, and successful working relationships between Major Participants and/or Named Subcontractors. Each Major Participant's and Named Subcontractor's prior experience with projects of a similar size, type and complexity will be evaluated.
- B. **Prior Experience** The extent and depth of each Major Participant's experience with comparable projects.
- C. **Key Personnel**: The Proposer will be evaluated on the qualifications, capability and experience of its Key Personnel and successful working relationships of Key Personnel and Major Participants on previous projects.
- D. **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.
- E. **Past Performance**: Demonstrated record of performance of all Major Participants including: completion of contracts on schedule; quality of work product; completion within budget; 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.
- F. **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. Exercise of Discretion in Evaluation Process

- A. The evaluation of SOQs will be conducted at the discretion of MTA C&D, with assistance from such professional and other advisors as MTA C&D may designate.
- B. Notwithstanding the criteria identified above, MTA C&D may, in its sole discretion, select Shortlisted Respondents based on its assessment of the best interests of the Design-Build Contract, the MTA, and its stakeholders.
- C. MTA C&D may, in its sole discretion, waive technical irregularities in the form of the SOQ that do not, in MTA C&D's discretion, alter the quality or quantity of the information provided.
- D. Interviews are not anticipated at this time. Notwithstanding, MTA C&D may, in its sole discretion, conduct interviews during the RFQ phase. If MTA C&D elects to conduct interviews, Respondents shall be notified in writing. MTA C&D may also verify information presented in the SOQ with other parties, such as other parties to construction projects in which a Respondent participated, and contact the firm and personnel references supplied by the Respondent as well as any other professional references not listed.
- E. Unless expressly permitted by this RFQ,
 - a. any failure to fully disclose requested information;
 - b. any incomplete, inaccurate, materially misleading or non-responsive submissions; or

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- c. any conditional or qualified submissions (i.e., “to our knowledge,” “to the extent of available information,” “such information is not readily available,” “such information is not maintained in the manner requested,” etc.) to requests or questions posed, in the sole discretion of MTA C&D, lead to: (1) a “fail” determination for the Threshold Evaluation; (2) disqualification of a Respondent and/or a relevant Major Participant from the procurement process; and/or (3) a reduced rating for the Substantive Evaluation.

8. Experience and Performance of Respondent Teams

- a. To identify the best design and construction firms available with demonstrated experience, expertise, capacity, and record of producing quality work on projects similar in nature to the Project.
- b. 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. 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 transportation environments, including without limitation, project managers, construction managers, design consultants, safety managers, quality managers and schedulers.
- c. Provide a brief narrative of the relevant background and experience for the Lead Contractor and the Designer (limit two pages per entity). The following should be included in each summary:
 - i. relevant institutional experience of successfully performing work as a prime or general contractor or Designer for the design and construction of projects of the size, type and complexity as reflected in the scope of Work and anticipated for the Project;
 - ii. record of completing contracts on time and within budget;
 - iii. sufficient organizational structure, management resources, equipment and labor, including an appropriate construction/design management team to be assigned to the Design-Build Contract, and the ability to assure MTA C&D that the Design-Build Contract will be properly coordinated and managed and will be completed on schedule;
- d. Provide a brief narrative of the relevant background and experience for each proposed PSD Manufacturer (limit two pages per entity). The following should be included in each summary:
 - i. experience in successfully manufacturing and installing platform screen door systems in a transportation environment;
 - ii. a record of completing contracts (including, as applicable, as prime or subcontractors) on time and within budget;
 - iii. 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.
 - iv. qualified key personnel with experience managing and performing work in subway environments; and
 - v. sufficient organizational structure, management resources, equipment and labor, including an appropriate management team to be assigned to the Contracts

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- e. Provide a brief narrative of the relevant background and experience for each proposed PSD Maintainer (limit two pages per entity). The following should be included in each summary:
 - i. experience in successfully maintaining platform screen door systems or other systems within a subway environment;
 - ii. experience in and a record of providing long term OEM and installation warranties, maintenance, and support to project owners
 - iii. qualified personnel with experience managing the maintenance of PSD systems or other systems in a subway environment; and
 - iv. sufficient organizational structure, management resources, equipment and labor, including an appropriate management team to be assigned to the Contract
- f. Attach completed Form 2 (additional pages may be added if necessary) for the Lead Contractor and the Designer, demonstrating each entity's experience on at least two (2) but no more than four (4) Reference Projects involving the following:
 - i. project delivery using design-build contracting;
 - ii. experience in transportation infrastructure design and construction; and/or
 - iii. experience delivery in a major metropolitan area within North America.
- g. For each PSD Manufacturer and PSD Maintainer, attach completed Form 2 experience on at least two (2) but no more than four (4) prior contracts.

If a conflict of interest or potential conflict of interest requires disclosure under the terms of the RFQ and was not disclosed in or prior to submission of the RFQ, the Respondent shall specifically describe such conflict or potential conflict in accordance with the requirements in the RFQ and, if applicable, submit a copy of MTA C&D's response in regard to the same.

9. General Limitations on Respondent Team Membership

- A. Subject to the RFQ, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel:
 - a. with the exception of the Designer, a PSD Manufacturer, a PSD Maintainer, or their Affiliates:
 - A. no Major Participant shall participate on more than one (1) Respondent team;
 - B. no Affiliate of any Major Participant shall participate on another Respondent's team;
 - C. Affiliated entities shall not participate on separate Respondent teams
 - D. 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; and
 - E. 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 in the RFQ 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.

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10. Limitations on Exclusivity

- A. Designers, PSD Manufacturers, PSD Maintainers, or their Affiliates, which are not prohibited from participating on more than one (1) Respondent team in the RFQ 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.
- B. Respondents may not team with or engage any PSD Manufacturer or PSD 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.
- C. The engagement of a PSD Manufacturer, PSD Maintainer, Designer or any of their Affiliates by two (2) or more Respondent teams shall be subject to:
 - a. the disclosure to all relevant Respondent teams that such entities and personnel are engaged by another Respondent team;
 - b. the institution of Information Barriers acceptable to MTA C&D; and
 - c. 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, and the Maintenance Contract.