CONSTRUCTION/ARCHITECTURAL & ENGINEERING CONTRACT

SOLICITATION NOTICE/PROJECT OVERVIEW

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

**CONTRACT#:** A-37135
**OPENING/DUE DATE:** 03/20/2020

**TYPE OF SOLICITATION:** RFP

**DOCUMENT AVAILABILITY DATE:** 02/24/2020

**SOLICITATION TITLE:** Request for Qualifications for Design Build Services for Accessibility Upgrades and State of Good Repair Work on the Jamaica (J,Z) Line

**DESCRIPTION:** The Metropolitan Transportation Authority (“MTA”), by and through its agent MTA Construction & Development Company (“MTA C&D”), both of which are public benefit corporations existing by virtue of Article 5, Title 11 of the Public Authorities Law, is conducting a multistep solicitation for design-build services for the following (hereinafter referred to as the “Project” or “Contract” or “Work”). The Work of Contract A-37135 will generally require a design-build team to perform all work involved in the design and construction for the accessibility upgrades and state of good repair work at specified NYCT elevated stations on the Jamaica (J, Z) line.

In Step 1, MTA C&D will issue a Request for Qualifications ("RFQ") seeking interested design-build firms or teams ("Respondents") that are qualified and prepared in all respects to design and construct the Project on schedule and within budget. Only the Respondents that MTA C&D qualifies in Step 1 will be eligible to participate in the subsequent Step 2 requests for proposals ("RFP"). 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 Contract. It is anticipated that the Contract will be funded by the MTA.

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

Contract Term: 30 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 documents

( ) **SITE TOUR LOCATION:**
**DATE:**
**TIME:**

FOR MORE INFORMATION, PLEASE CONTACT:

**PROCUREMENT REPRESENTATIVE:** Alexander Wanless
**PHONE:** (646) 252-6111

**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.MYDNB.COM](http://WWW.MYDNB.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 VENDOR 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.
1. Introduction

MTA seeks to retain the services of a design-build team for design and construction work at four (4) specified NYCT elevated stations on the Jamaica (J, Z) line, as described more fully below. (the “Project” or “Contract” or “Work”).

2. Contracting Methodology

A lump sum design-build contract will be awarded to the design-build team 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 a 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 risks.

3. Key Project Elements

The Work under Contract A37135 will generally require a design-build team to perform all work involved in the design and construction for the Accessibility Upgrades and State of Good Repair work at specified NYCT elevated stations on the Jamaica (J, Z) line which will require repair or replacement of all deficient station components. The work also includes Accessibility work at the Woodhaven Blvd station by making provision for an accessible travel route including installation of new elevators for vertical accessibility.

4. Project Scope/Description

A. The Work will be performed at the following stations along the Jamaica (J, Z Line):
   - Cypress Hill
   - 75 St – Elderts Ln
   - 85 St – Forest Pkwy
   - Woodhaven Blvd.

B. The Accessibility Upgrade work at each station will include, but not be limited to, installation and/or repair of the following ADA-compliant station elements:
   - Modifying platforms to reduce gap
   - Provide new warning strip and rubbing board
   - Replacing existing stair with new, including handrails

C. The State of Good Repair Work at each station will fix station components that have received deficient ratings in the latest available visual assessment of existing conditions (the “Station Condition Survey”). The station components assessed in a Station Condition Survey include but are not limited to:
   - Platform elements including edges and boarding areas
   - Stairways
   - Structural columns and beams
   - Expansion joints
   - Electrical, including lighting, and communication systems replacements and upgrades
   - Windscreens and canopies
   - Architectural finishes
   - Ventilators
   - Water proofing and water leak remediation
   - MTA employee facilities
D. In addition to the Accessibility Upgrade Work defined above, additional ADA improvements will be made at the Woodhaven Blvd. station only, and will include, but not be limited to, the following:
   - Provide vertical accessibility by installing four (4) new elevators
   - Modification of gates and agent booth windows
   - Structural and excavation work to accommodate new elevator installation
   - Electrical power upgrades
   - Communication systems upgrade
   - Relocation of existing public and transit utilities
   - Adding new control areas, including provision of MVMs and AFAS units; and, stairs

E. The anticipated Contact duration is: 30 Months

5. Procurement Process

A. 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.

   1. In Step 1, a Request for Qualifications (“RFQ”) will be issued to invite interested Respondents to submit Statements of Qualifications (“SOQ”) that detail, among other things, preparedness to formally submit proposals for the Contracts and qualifications to perform the Work.

      a. 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 as design-builders. Only the Shortlisted Respondents will be eligible to participate in the second step of the procurement process, the Request for Proposals (“RFP”).

   2. In Step 2, MTA C&D will issue a Request for Proposals (“RFP”) to invite the Shortlisted Respondents to submit detailed technical proposals (each, a “Proposal”). 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 Contract.

      a. The RFP will provide specific instructions on the submission requirements, and the evaluation factors and rating guidelines.

      b. Prior to issuing the RFP, MTA C&D may, in its discretion, issue a draft of the RFP to the Shortlisted Respondents in order to solicit feedback. MTA C&D reserves the right to conduct one-on-one discussions with each Shortlisted Respondent in order to obtain such feedback. The draft RFP would include a draft form of the design-build contract terms and conditions.

      c. During Step 2, MTA C&D may 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 on or about Monday, February 24, 2020. 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

A. As will be described in more detail in the RFQ and as summarized above, SOQs will be evaluated to establish a pool of qualified Respondents to ensure adequate competition. 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:

1. completeness of the SOQ and responsiveness to the requirements set forth in the RFQ;
2. experience;
3. past performance with regard to:
   a. quality of work
   b. schedule compliance
   c. meeting D/M/WBE goal requirements
4. organization and key personnel;
5. project understanding and approach;
6. responsibility; and
7. financial strength.

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

8. Experience and Performance of Respondent Teams

A. Through the RFQ process, MTA C&D will identify Respondents that include Lead Contractors and Lead Designers with:

1. experience in successfully managing, designing and constructing projects of size, type and complexity similar to the Contracts;
2. a record of completing contracts on time and within budget;
3. technical and management experience and expertise to plan, organize and execute the design and construction anc assure the quality and safety of the Work; and
4. qualified key personnel with experience managing and performing work in active rail stations, including without limitation, project managers, construction managers, design consultants, safety managers and schedulers.

B. The background and experience for the Lead Contractors and Lead Designers are expected to be as follows:

1. Relevant experience of successfully performing as a prime or general contractor or lead designer on multiple construction projects of similar size, type and complexity to the Contracts, which will each be in excess of $50 million;
2. Relevant experience 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; and
3. 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.
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, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel (as defined in the RFQ) set forth in the RFQ:

1. no Major Participant may participate on more than one Respondent team;
2. no Affiliate of any Major Participant may participate on another Respondent’s team;
3. Affiliated entities may not be on separate Respondent teams;
4. no individuals serving a Key Personnel role on one Respondent team may serve any role on another Respondent team; and
5. 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.

B. Once the list of Shortlisted Respondents is made public, the members of an unsuccessful Respondent team that was not shortlisted (including Major Participants thereof) will not be prohibited from participating as a team member of a Pooled Respondent solely on the basis of having been a member of an unsuccessful Respondent team.

10. Limitations on Exclusivity

A. Lead Designers, or their Affiliates that are also providing design services, may participate on more than one Respondent team, including as a Major Participant, provided that any engagement of such an entity by two or more Respondent teams, including the engagement of such entities’ personnel as Key Personnel, will 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 on any such entities and their personnel from sharing information (or being asked by a Respondent team to share information) regarding this procurement and Contract between or among Respondent teams. Moreover, Respondents may not team with any Lead Designer or any of its Affiliates during this procurement if such teaming is conditioned on that Lead Designer or any of its Affiliates being on a Respondent’s team on an exclusive basis.

B. Notwithstanding the foregoing, in no event may any individual employed by such a Lead Designer or Affiliate hold a role, including as Key Personnel, participate on more than one Respondent team.