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

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<tr>
<th>CONTRACT#: A-46026</th>
<th>OPENING/DUE DATE: 1/24/2020</th>
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</thead>
<tbody>
<tr>
<td>TYPE OF SOLICITATION: RFP</td>
<td>DOCUMENT AVAILABILITY DATE: 12/23/2019</td>
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<tr>
<td>SOLICITATION TITLE: Request for Qualifications for Design-Build Services for Station Renewal Work on the Flushing (7) Line</td>
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**DESCRIPTION:**

The Metropolitan Transportation Authority ("MTA"), by and through the 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 two-step solicitation for design-build services for station renewal work at certain New York City Transit Authority ("NYCT") elevated and below ground stations on the Flushing (7) line.

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 this solicitation.

This contract will be funded by the MTA.

There will be an informational meeting for this procurement to be held on a date, time and location specified in the RFQ.

**Funding:** 100% Capital

**Goals:** MBE 15%, WBE 15%, SDVOB 6%

**Estimated $ Range:** Over $100M

**PLEASE SEE ATTACHED FOR ADDITIONAL INFORMATION**

**REQUIREMENTS TO PARTICIPATE**

**DATA UNIVERSE 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. Contracting Methodology

A lump sum design-build contract will be awarded to the proposer 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.

2. Project Scope/Description

A. The contract will require a design-build team to perform all work involved in the design and construction for the station renewal work at specified NYCT elevated and below ground stations on the Flushing (7) line (the “Work” or “Station Renewal Work”). The Station Renewal Work includes, but is 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
   - Waterproofing and water leak remediation
   - MTA employee facilities
   - Artwork
   - Painting
   - Environmental abatement
   - Upgrades to satisfy Americans with Disabilities Act (“ADA”) requirements, such as tactile warning strip and rubbing board

B. In addition, the Work will include the design and construction for the repair of track and the support structure at the 61st Street-Woodside station on the Flushing (7) line to eliminate corrosion and bring the structure to a state of good repair.

C. The Work will be performed at the following stations:
   - Flushing (7 Line)
     - 40th Street Lowery Street
     - 52nd Street
     - 61st Street Woodside
     - 69th Street
     - 82nd Street Jackson Heights
     - 90th Street Elmhurst Avenue
     - Junction Boulevard
     - 103rd St Corona Plaza
     - 111th Street
3. **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. In Step 1, MTA C&D will issue a Request for Qualifications (“RFQ”) inviting interested entities or groups of entities (“Respondents”) to submit Statements of Qualifications (“SOQ”) that detail, among other things, their capability, capacity, and experience to undertake and successfully complete the Work as design-builders.

B. MTA C&D will evaluate all SOQs received in accordance with evaluation criteria set out in the RFQ. Based on the results of its evaluations, MTA C&D, in its sole discretion, expects to qualify up to four (4) Respondents (the “Shortlisted Respondents”) to be eligible to participate in Step 2.

C. 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. In particular, schedule will be a major determinative element in awarding the contract.

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

E. The RFP will provide information regarding a stipend to Shortlisted Respondents that submit proposals but are not awarded the contract.

4. **RFQ Availability**

The RFQ will be made available to all prospective respondents on or about December 23, 2019. To obtain the RFQ, prospective Respondents must complete and submit the order form available on the MTA’s website by clicking the “Order Now” link.

5. **Evaluation of SOQs**

A. SOQs that are received in accordance with the submission requirements set forth in the RFQ will be evaluated in accordance with the criteria and factors set forth in the RFQ. MTA C&D will qualify a sufficient number of Respondents to ensure adequate competition during the RFP. MTA C&D anticipates using a pass/fail process that incorporates qualitative assessments to evaluate each Respondent. Evaluation factors include, but are not limited to:

i. completeness of the SOQ and responsiveness to the requirements set forth in the RFQ;

ii. relevant experience;

iii. past performance with regard to:
   - quality of work
   - schedule compliance
   - meeting D/M/WBE goal requirements

iv. organization and key personnel;

v. project understanding and approach;

vi. responsibility; and
vii. financial strength.

B. A Respondent can be deemed to fail (and not be shortlisted) even if its SOQ was responsive to the terms of the RFQ.

6. 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 Work;
   
   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, 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:
   
   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 similar size, type and complexity to the Work;
   
   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; and
   
   iii. sufficient organizational structure, management resources, equipment and labor, including an appropriate construction/design management team to assure MTA that the Work will be properly coordinated and managed and will be completed on schedule.

7. General Limitations on Respondent Team Membership

A. Subject to the Limitations on Exclusivity set forth in Section 8 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:
   
   i. no Major Participant may participate on more than one 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 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 qualified (including Major Participants thereof) will not be prohibited from participating as a team member of a Shortlisted Respondent solely on the basis of having been a member of an unsuccessful Respondent team.
8. Limitations on Exclusivity

A. Lead Designers or their Affiliates, which are also providing design services, may participate on more than one Shortlisted Respondent team, including as Major Participants, during the RFP process provided that any engagement of such an entity by two or more Shortlisted Respondent teams (including the engagement of such entities’ personnel as Key Personnel) will be subject to the following:

   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 the resultant contract between or among Respondent teams.

B. Respondents may not engage any Lead Designer, or any of its Affiliates that also provide design services, on an exclusive basis.

C. 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 Shortlisted Respondent team during the RFP process.