



DATE: 10/18/19

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

MTA- CAPITAL CONSTRUCTION IS NOW ADVERTISING FOR THE FOLLOWING:

SOLICITATION #: CBX001

OPENING/DUE DATE: 12/4/19

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 10/25/19

TITLE: Request for Qualifications for Design-Build Services for the Metro-North Railroad Penn Station Access Project

DESCRIPTION: The Metropolitan Transportation Authority (“MTA”), by and through its agent MTA Capital Construction Company (“MTACC”), both of which are public benefit corporations existing by virtue of Article 5, Title 11 of the Public Authorities Law, are soliciting Statements of Qualifications from design-build teams wishing to participate in the Request for Proposals (“RFP”) for Contract CBX001, Design-Build Services for Metro-North Railroad Penn Station Access Project (the “Penn Access Project”, “Proposed Project” or “Project”). MTA seeks Respondents who are qualified and prepared in all respects to design and construct the Project in its entirety, on schedule and within budget. Respondents with current contracts to perform work on other MTA projects must be in good standing and satisfactorily progressing the work on such projects to be deemed qualified to participate in the RFP for the Penn Access Project.

Funding: 100% Capital DBE Goals: TBD Est \$ Range: Over \$100M Contract Term: TBD

PLEASE SEE ATTACHED FOR ADDITIONAL INFORMATION

(X) PRE-BID CONFERENCE

DATE: 11/1/19

TIME: 2:30PM

LOCATION: 2 Broadway, New York, NY 20th Flr Board Rm

MTACC Project staff will give a presentation on the Project elements, the solicitation process and timeframe, and changes to the standard MTA terms and conditions. You must bring one form of Government-issued identification to gain access to the building. Attendees should arrive at least thirty (30) minutes prior to the scheduled start of the presentation to allow for time to sign in and clear building security. Interested firms who desire to attend must make a reservation sending an e-mail to procurement@mtacc.info identifying the name of the firm, the name(s) of the representative(s) from the firm who will be attending along with their e-mail addresses and telephone numbers, by 12:00PM on October 31, 2019. No one will be permitted to enter the building or attend the presentation without a reservation

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT SPECIALIST: Everett McIndoe

PHONE: (646) 252-6393

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.MYDNN.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 TO REGISTER. A DUNS NUMBER IS REQUIRED FOR REGISTRATION

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Introduction

The Penn Access Project will provide Metro-North customers with service into and out of Penn Station by diverting some New Haven Line (“NHL”) trains via Amtrak’s Hell Gate Line (“HGL”). To this end, the Project will require the design and construction of additional passenger tracks, traction power substations, overhead contact systems, new interlockings, updated communication systems, and new signal systems within Amtrak’s HGL right of way, allowing Metro-North trains running on the NHL to go directly into Penn Station. In addition to providing a new service option for its customers, these additional tracks will also enhance Metro-North’s network resiliency, support faster recovery efforts and facilitate its ability to maintain acceptable levels of service when faced with planned and unplanned service disruptions, severe weather events and other emergency situations.

The Penn Access Project will also include the design and construction of four new Metro-North stations along the HGL in the eastern Bronx. These stations will bring increased regional accessibility to the eastern Bronx community by offering rail service to and from Manhattan and the New York and Connecticut suburbs. In addition, the stations will provide area residents with better access to jobs, shopping, and entertainment.

Key Project Elements

Anticipated Project Elements include, but are not limited to:

- a. Realigning existing tracks and constructing two new passenger tracks along a three-mile segment of the HGL.
- b. Rehabilitation and upgrading of existing drainage systems
- c. Relocating and reconfiguring existing interlocking and constructing new interlockings.
- d. Realigning existing catenary for existing tracks and interlockings and installing new catenary for the new tracks and interlockings.
- e. Constructing four new Metro-North passenger stations (eastbound and westbound).
- f. Replacing all or most of the existing superstructure of the undergrade bridges.
- g. Repairing and strengthening undergrade bridges.
- h. Upgrading the existing Amtrak AC supply substation.
- i. Upgrading or constructing additional AC distribution substations in the vicinity of the new interlockings.
- j. Constructing a new AC supply substation on the NHL.
- k. Expanding Metro-North's New Rochelle Yard in Westchester County and electrifying certain tracks for Project train equipment storage.
- l. Providing traction power supply for Metro-North M8 equipment by either installing approximately three miles of third rail and constructing up to two new DC substations or relocating the existing AC phase break from Bowery Bay to just east of Harold Interlocking.
- m. Upgrading the AC distribution substations at Bowery Bay and New Rochelle.
- n. Upgrading to a high-density signal system with positive train control overlay between Harold Interlocking in Queens County and Shell Interlocking in Westchester County, including design and construction of four new central instrument interlocking houses.
- o. Installing new control desk/station/software at the New York Penn Station Dispatch Center (CTEC).
- p. Improving Metro-North’s New Rochelle Yard and at “C” yard in Penn Station for midday storage.
- q. Updating and installing new communication systems.

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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. This Request for Qualifications (“RFQ”) is the first step of a two-step best value procurement process for Contract CBX001. Pursuant to this RFQ, MTACC invites entities or groups of entities (“Respondents”) interested in competing to perform the Work to submit Statements of Qualifications (“SOQ”) detailing, among other things, their qualifications and preparedness to formally submit proposals for Contract CBX001.
- b. MTACC will evaluate all SOQs received in accordance with evaluation criteria set out in this RFQ. Based on the results of the evaluation, and at its discretion, MTACC then expects to select no more than four Respondents with the capability, capacity, and experience necessary to undertake and successfully complete the Work as Design-Builder for the shortlist 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, MTACC 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 CBX001.
- d. With or without issuance of a draft RFP, the second step in the procurement process will involve inviting shortlisted Respondents to respond to the RFP. Through the evaluation of the Proposals submitted in response to the RFP, MTACC intends to ultimately select a Respondent whose Proposal, in MTACC’s discretion, represents the best value to MTACC based on an evaluation of pricing and qualitative factors.
- e. While price will be part of MTACC’s evaluation, schedule will be a major determinative factor in awarding Contract CBX001. Scheduling factors, including the overall time Respondents propose to complete the Project and key interim milestones as well as Respondents’ ability, as demonstrated through their SOQ submissions, to adhere to the Project schedule and complete the Work on time and within budget will be weighted heavily in MTACC’s evaluation.
- f. The procurement process is proceeding in parallel with the environmental review process. This is being done to ensure that innovations and ideas from the shortlisted Respondents can be incorporated into the preliminary design of the Project and further inform the environmental review. Proceeding in parallel allows MTACC to commence construction of the Project in the soonest possible timeframe and utilize innovative methods to potentially avoid or reduce community impacts. No construction will commence unless and until the environmental review process has been completed and an appropriate findings statement issued in support of the Project.
- g. The purpose of the RFP will be to allow MTACC to select the Design-Builder. The RFP will provide specific instructions on what to submit, the evaluation factors, the objectives and requirements for evaluation and the evaluation rating guidelines for the RFP step of the procurement.

In evaluating Respondents Qualifications, the following factors will be considered:

Pass/Fail Evaluation Factors

- a. The pass/fail evaluation factors are as follows:
 - i. Responsiveness
 - ii. Legal Capacity

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- b. Pass/fail ratings shall be based on the following criteria:
 - i. Proper submittal of information per the requirements of the RFQ;
 - ii. Proper identification of the Respondent and all Major Participants as required; and
 - iii. Submission of organizational documents demonstrating capacity to enter into a contractual relationship with MTACC and a declaration of willingness to do so.
- c. SOQs deemed to have failed the pass/fail evaluations at the discretion of MTACC may be excluded from further consideration and the Respondent will be so notified. MTACC may also exclude from consideration any Respondent whose SOQ contains a material misrepresentation.

Technical Evaluation Factors

- a. The Technical Evaluation factors will be as follows:
 - i. Experience
 - ii. Past Performance
 - iii. Financial Strength
 - iv. Organization and Key Personnel
 - v. Innovation to Reduce Construction Impacts/Project Understanding
 - vi. Diversity Practices