

DATE: 07/15/2022

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT#: 0000402686

OPENING/DUE DATE: 08/18/2022

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 07/15/2022

SOLICITATION TITLE: C35327 Rockaway Line Resiliency and Rehabilitation

DESCRIPTION: The Metropolitan Transportation Authority ("MTA"), by and through the MTA Construction and Development Company ("MTA C&D"), will be issuing a two-step Request for Proposals ("RFP") in order to identify and engage a qualified Design-Builder to the Design and Construction of Resiliency and Rehabilitation of the Rockaway Line in the Borough of Queens (the "Contract"). 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 Contract 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 Contract. It is anticipated that the Contract will be funded in whole or in part by the FTA .

Funding: 100% FTA

Goals: 22.5% DBE

Est \$ Range: Over \$100M

Contract Term: 44 Months

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

(x) PRE-BID CONFERENCE LOCATION:

DATE: 07/22/2022

TIME: 10:00am

Virtual via Microsoft Teams- Please contact the procurement representative at nicole.gubelli@mtacd.org to register

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Nicole Gubelli

EMAIL: nicole.gubelli@mtacd.org

REQUIREMENTS TO PARTICIPATE

SYSTEM FOR AWARD MANAGEMENT (SAM): VENDORS ARE 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.

*******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. C35327
Project Overview**

1. Introduction to the Project

The Metropolitan Transportation Authority (“MTA”), by and through the MTA Construction and Development Company (“MTA C&D”), will be issuing a two-step Request for Proposals (“RFP”), in order to identify and engage a qualified Design-Builder to provide Design-Build services for Resiliency and Rehabilitation of the Rockaway Line in the Borough of Queens including design, furnish and install structure rehabilitation elements and slope protection/debris shielding, in order to bring the viaducts to a state of good repair. The Rockaway Line is a vital link in the subway system, connecting mainland Queens with the Rockaway peninsula network in New York City (NYC).

2. Contracting Methodology

The Design-Build Contract will be awarded as a fixed lump sum price contract 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 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.

3. Work Elements

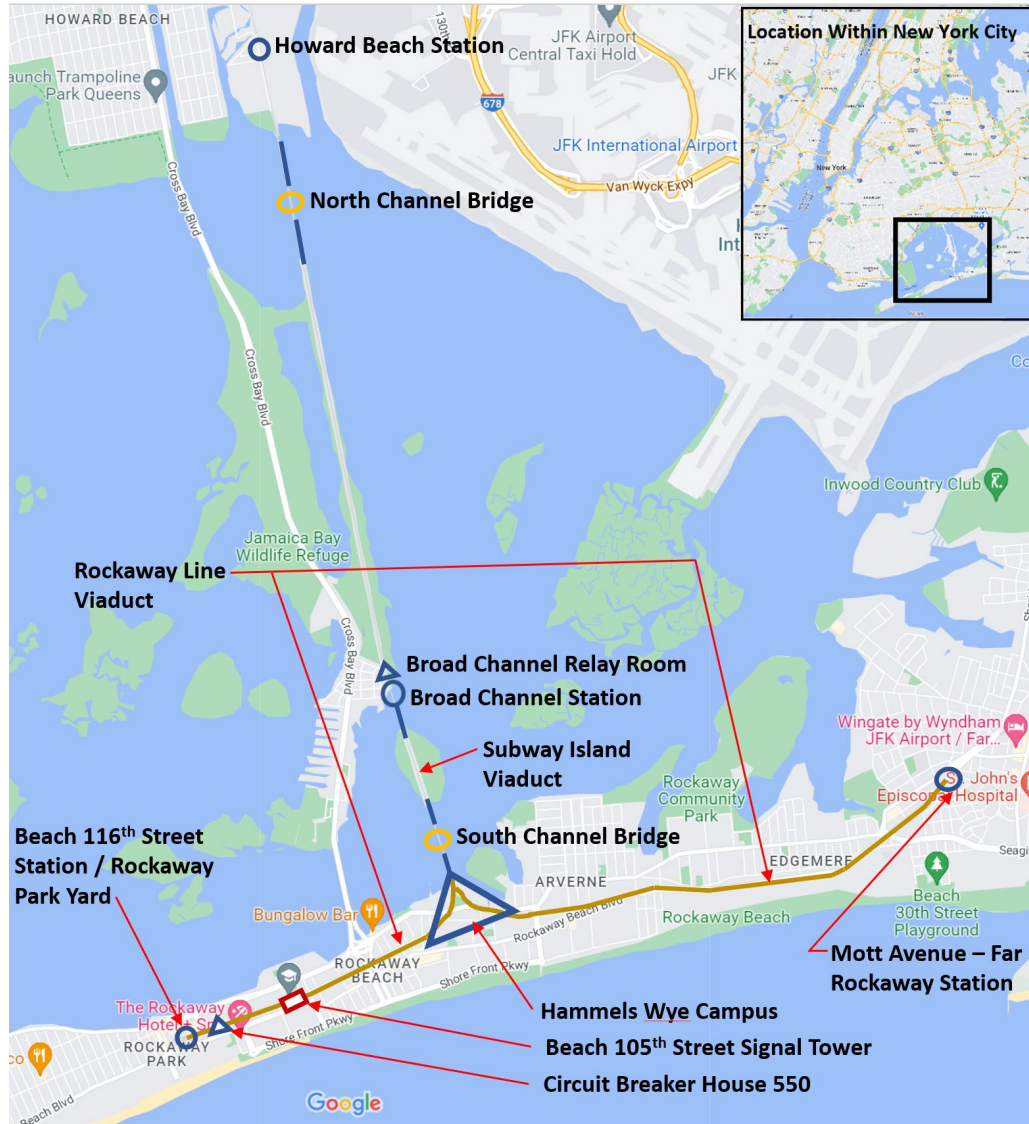
The work for Contract C35327 – Rockaway Line Resiliency and Rehabilitation is for design-build services to provide for the rehabilitation of the MTA New York City Transit (“NYCT”) Rockaway Line viaduct and South Channel Bridge, as well as flood mitigation and prevention elements for critical assets on the Rockaway Line in the Borough of Queens.

4. Background Information

The Rockaway Line is a vital link in the subway system, connecting mainland Queens with the Rockaway peninsula. The Rockaway Line and the viaduct that it sits on divides into two branches at Hammels Wye: the east branch carries rail operations to Far Rockaway and the west branch carries rail operations to Rockaway Park. The work of this Contract will include design and construction for viaduct rehabilitation at the Hammels Wye Campus and viaduct repairs along the east and west branches. The work will also include the design and installation of flood mitigation elements at the locations along the Rockaway Line set forth below, as well as the design and installation of a new signal tower, track crossover and related traction-power, signal system and utility work at the Beach 105th Street Station. In addition, the work of this Contract will include the replacement of electrical and mechanical components of the South Channel Bridge.

The image below depicts the relevant sections of the Rockaway Line where the Work is to be performed:

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5. Project Scope/Description

The Work includes design-build services for the following:

A. Howard Beach, Broad Channel and Rockaway Park-Beach 116th Street Stations and Broad Channel Relay Room.

- Comprehensive flood protection, including, but not limited to reinforcement/replacement of existing walls/floor slabs, installation of seepage cutoff walls, watertight barriers or seals, flood doors and deployable flood barriers, for the following assets and in order to meet the anticipated design criteria indicated in brackets :
 1. The Broad Channel Relay Room (Design Flood Elevation (“DFE”) of 100 - Year Flood + 2 feet).
 2. The police precinct located at the Rockaway Park Beach 116th Street Station (DFE of 100 -Year Flood + 2 feet).
 3. The electrical distribution and panel rooms at the Howard Beach Station (DFE of 100 - Year Flood + 2 feet).

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4. The electrical distribution rooms and transformer room at the Broad Channel Station (DFE of 500 - Year Flood).

B. North and South Channel Bridges, Subway Island Viaduct and Abutments:

- Debris fences on bridge and viaduct facia (with a DFE of SLOSH 2+3 feet).
- Washout protection (with a DFE of SLOSH 2 + 3 feet) for: (i) the south abutment of the North Channel Bridge; (ii) the north and south abutments of the Subway Island Viaduct; and (iii) the north and south abutments of the South Channel Bridge.

C. Beach 105th Station

- An elevated signal tower adjacent to the existing Beach 105th Street station (between Beach 104th and Beach 105th Streets) to allow the Beach 105th Street Station to function as a terminal station.
- New terminal facilities within the new signal tower including, but not limited to a signal relay room, train control room, relay room, communication room, dispatcher's office, uninterruptible power supply room, compressor room and mechanical/electrical rooms.
- New systems within the new terminal facilities, such as signal, electrical, fire alarm/suppression, communications, fiber optic, HVAC and air compressors, and connection/integration with existing NYCT systems.
- A connector catwalk from the new signal tower to the north end of the southbound platform of the Beach 105th Street Station.
- Decommissioning of the existing compressor room within the Rockaway Park Yard.
- Tack crossover and related traction-power and signal system work, including track, switch and third rail installation, to allow Beach 105th Street Station to function as a terminal station.
- A new 5-foot diameter storm sewer.
- Realignment of the existing sidewalk and crosswalks.
- Utility relocation and/or reconstruction.

D. Circuit Breaker House 550

- A new circuit breaker house, including structural enclosure, circuit breakers and cabling.

E. Viaduct Rehabilitation at Hammels Wye Campus:

- Temporary routing of systems and passenger flow as required to perform the Work.
- Rehabilitation of concrete deck structure supported with steel framing.
- Replacement of concrete deck structure supported with concrete piers.
- Removal of approximately 1,600 feet of existing Type I (ballast) Track and installation of new Low Vibration Track.
- Rehabilitation of concrete piers supporting the concrete deck.
- Installation of debris fencing (DFE of SLOSH 2+3 feet) and scour protection.

F. Viaduct Rehabilitation along portions of the Eastern and Western Branches

- Repair of existing concrete elements including concrete encasement for girders, cross bents, and columns, slab at track level and underside, and cantilever slabs at signal locations.

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- Repair of existing steel elements including girders, cross bents, and columns.
- Replacement of corroded or broken drainpipes.
- Repair of existing concrete encased steel girders, cross bents, and columns.

The Work also includes the following scope which will require conformance with a 100% design provided by MTA C&D:

South Channel Bridge

- Replacement of the span drive (including motors and assemblies), the end wedge and rail lifter assemblies, the center pivot assembly, and the balancing wheels.
- Replacement of the existing Maintenance Shed.
- Replacement of existing motor control center, surge protective devices and main circuit breaker for the service entrance switchgear.
- Replacement of existing programable logic controller and control relay cabinet.
- Interior and exterior renovations of the Control House and the Centre Pivot Machinery Room, including new HVAC system, ductwork and ceilings.
- Miscellaneous structural steel and concrete repairs.
- Installation of fiber optic cabling from the Broad Channel Relay room to the Hammels Wye Campus for remote monitoring of the South Channel Bridge.
- Installation of an emergency diesel generator for the South Channel Bridge at the Hammels Wye Campus, including fuel tank, fueling port system, maintenance platform, automatic transfer switch, power distribution splice blocks and transformer.

6. 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 Contract.
- 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 up to four (4) 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.

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- E. The purpose of the RFP will be to allow MTA C&D to select the Design-Builder 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.

7. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about July 8th, 2022. In order to obtain the RFQ documents, prospective Respondents need to complete and submit the Contract Document Order Form to SolicitationDocs@mtacd.org. After the order form is processed, prospective Respondents will be notified and instructed to log in the MTA Vendor Portal, www.mymta.info, and download the RFQ documents.

IMPORTANT:

- 1. **Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation.**
- 2. **New Vendors must first complete the registration process in order to obtain the RFQ documents. To register log in the MTA Vendor Portal, www.mymta.info, selecting Vendor Sign-in & Registration, select New Bidder Registration and then follow the on-screen instructions.**

8. Evaluation of SOQs

As described in more detail in the RFQ, SOQs will be evaluated to establish a shortlist of qualified Respondents. Each Respondent's SOQ will be evaluated utilizing the following Threshold Evaluation criteria (pass/fail criteria) and Substantive Evaluation criteria for compliance with the SOQ submittal requirements:

i. Threshold Evaluation 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 Contract 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. **Financial Capability**: Respondent has demonstrated financial strength sufficient to complete the Project and has provided a letter from an eligible Surety to satisfy the financial requirements set forth in Section 9.9 of the RFQ.

ii. Substantive Evaluation Criteria

- a. **Team, Key Personnel, and Organization**: The demonstrated qualifications and experience of the proposed Key Personnel; the demonstrated capability and experience of the proposed

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management team, including the ability to manage all aspects of the Contract and successfully integrate the various Major Participants; organizational capacity to ensure sufficient staffing to perform the design and construction work; successful working relationships of Major Participants on previous projects.

- b. **Understanding of the Work**: The extent to which a Respondent demonstrates an understanding of, and experience with the development, design, and construction of similar projects and is able to identify issues, risks, and any challenges associated with the Project.
- c. **Prior Experience**: The extent and depth of each Major Participant's experience with comparable design-build projects.
- d. **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.
- e. **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.

9. Experience and Performance of Respondent Teams

- A. During the RFQ process, MTA C&D will identify Respondents that include Lead Contractors and Designers with:
 - i. experience in successfully managing, designing and constructing projects of size, type and complexity as 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 rail and transit stations environment, including without limitation, project managers, construction managers, designers, safety managers, quality managers and schedulers.
- B. The background and experience for the Lead Contractors and Designers are expected to be as follows:
 - i. relevant experience of successfully performing as a prime or general contractor or Designer on multiple construction projects of size, type and complexity similar to the Project. Each identified project shall be in excess of \$100 million;
 - ii. relevant experience of performing work as the prime or general contractor or as a Designer on rail or transit construction projects; and
 - iii. sufficient organizational structure, management resources, equipment and labor, including an appropriate construction/design management team to be assigned to the Contract, to assure MTA C&D that the Project will be properly coordinated and managed and will be completed on schedule.

10. General Limitations on Respondent Team Membership

- A. Subject to the Limitations on Exclusivity set forth in Section 12 below 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;

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- iii. Non-Major Participant Subcontractors and their Affiliates may participate on more than one (1) respondent team, subject to compliance with Sections 5.3, 6.2, and 6.4 of the RFQ;
 - 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.

11. Proposed Engagements with Duplicate Major Participants

- 1. Each Respondent may only identify and propose a single entity for each category of Major Participant in its SOQ, for which purposes a Joint Venture will be considered to be a single entity.
- 2. Notwithstanding the foregoing restriction, a Respondent may include in its SOQ two (2) proposed Designers as alternatives, subject to the restrictions set forth in Section 12.B below.

12. Limitations on Exclusivity

- A. Non-Major Participants, Subcontractors, and other Persons that are not prohibited from participating on more than one (1) respondent team under Section 10 above, 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:
- I. Respondents may not team with or engage an entity if such teaming is conditioned on that entity or its Affiliates being on a Respondent's team on an exclusive basis.
 - II. Any otherwise permitted engagement of a Person 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 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, and the Design-Build Contract between or among Respondent teams
- B. 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 C35327; 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, on 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.