



DATE: 5/30/25

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT#:0000511372

OPENING/DUE DATE: 7/8/25

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 5/30/25

SOLICITATION TITLE: DESIGN-BUILD SERVICES FOR INSTALLATION OF FIXED FIRE SUPPRESSION SYSTEM AT HLCT & QMT.

DESCRIPTION:

The Metropolitan Transportation Authority ("MTA") and Triborough Bridge and Tunnel Authority (TBTA), acting by and through the MTA Construction and Development Company ("MTA C&D"), will be issuing a two-step Request for Proposals ("RFP"), to identify and engage a qualified Design-Builder for the design, construction and installation of Fixed Fire Suppression Systems at Hugh L. Carey and Queens Midtown Tunnels.

Funding: 100% Capital Goals: MBE: 15.00% WBE: 15.00% SDVOB: 6.00% Est Over \$100M
Contract Term: 1278 Calendar Days

PLEASE SEE ATTACHED PROJECT OVERVIEW FOR ADDITIONAL INFORMATION

(X) PRE-BID CONFERENCE LOCATION:

DATE: 6/13/25

TIME: 10:00AM

Virtual via Microsoft Teams- Please email the names of the attendees and the company represented to rayan.sequeira@mtacd.org.

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Rayan Sequeira

EMAIL:
rayan.sequeira@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/VENDOR, TO REGISTER AS A BIDDER*****

**Contract No. HC-9R/QM-9R
Project Overview**

1. Introduction to the Project

The Metropolitan Transportation Authority (“MTA”) and Triborough Bridge and Tunnel Authority (TBTA), acting by and through the MTA Construction and Development Company (“MTA C&D”), will be issuing a two-step Request for Proposals (“RFP”), to identify and engage a qualified Design-BUILDER for the design, construction and installation of Fixed Fire Suppression Systems at Hugh L. Carey and Queens Midtown Tunnels.

2. Contracting Methodology

Following the two-step solicitation process described in Section 1.3 of the RFQ and Section 4 below, the Design-Build Contract will be awarded as a lump sum price design-build contract. The award will be made to the Shortlisted Respondent, in its capacity as a Proposer under the RFP, who 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 a two-step solicitation process. Contracting on a design-build basis is intended to encourage the development of innovative designs, planning, and logistics while also optimizing the sharing of risk related to the Work.

3. Background Information and Project Scope/Description

Hugh L. Carey Tunnel (“HLCT”)

The HLCT (formerly Brooklyn Battery Tunnel) is one of MTA Bridges and Tunnels’ two vehicular tunnels. Completed in 1950, it is the longest continuous underwater vehicular tunnel in North America. The tunnel connects the boroughs of Manhattan and Brooklyn. The twin tubes (East and West Tubes) are 9,117 feet long and are supported by cast iron rings lined with concrete. The heavier sections of the tunnel pass through soil or mixed material and lighter sections traverse rock. Each tube has a two-lane roadway supported by a concrete deck and paved with asphalt. There are four ventilation buildings in total: two situated in Lower Manhattan, a third near the Brooklyn portal, and the fourth adjacent to Governor’s Island. These buildings contain 53 supply and exhaust fans, which ensure a complete air change within the tunnel every 90 seconds.

Queens Midtown Tunnel (QMT)

The QMT is comprised of 2 tubes with 2 lanes per tube. The North tube is 6,414 feet in length and the South tube is 6,272 feet in length with average daily traffic of 80,000 vehicles per day. There are two (2) ventilation buildings, i.e., Manhattan Ventilation Building, and Queens Ventilation Building, a Service Building, and a Facility Engineering Building. The Ventilation Buildings house twenty-three (23) supply fans and exhaust fans, fresh air supply ducts, exhaust plenums, multiple air supply and exhaust shafts needed to exchange tunnel air.

The Project involves Design-Build services for the Installation of Fixed Fire Suppression Systems (“FFSS”) and tunnel repair work at the HLCT and QMT.

The HLCT has an existing pump room located at the Manhattan Blower Building and an existing water mist system installed in both the East and West tubes from the Manhattan Portal, approximately 2500’ towards Brooklyn. The Design-BUILDER shall confirm the existing pump room has been sized to meet the demands of providing a FFSS for the entire tunnel, and that no increase in the pump capacity will be required. The Design-BUILDER shall design, construct and install a FFSS such that coverage is extended to the remainder of the HLCT tunnel length, with loop crossover connection in the Brooklyn Ventilation Building. Design-BUILDER shall be responsible for repair and replacement of necessary components of existing FFSS to meet new system performance requirements.

The QMT requires the design, construction and installation of a FFSS, including a pump and electrical room and all water mist components throughout the tunnel from Manhattan to Queens portals. FFSS system design shall be based on existing results from full scale fire testing performed by the water mist manufacturer. Full

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scale testing shall validate that the FFSS system design can control and suppress a Class A fire load with a potential maximum heat release rate of 30 MW with a growth rate of 0.0117 kW/s² (medium) at a minimum by a factor of no less than 2.5. FFSS shall have the capability of extinguishing a 30 MW Class B fire within seven (7) minutes after activation. The Design-Builder shall also provide calculations and simulations for required water mist coverage that can control a Class A fire load with a potential maximum heat release rate of 30 MW with a growth rate of 0.1846 kW/ss (Ultra-Fast). The calculations and simulations shall demonstrate at what factor the fire would be suppressed.

GENERAL PROJECT SCOPE OF WORK:

1. Design, furnish and install a new FFSS for the remainder of the HLCT, including all mechanical, electrical and control systems.
2. Design, furnish and install a new FFSS for the entire length of the QMT, including mechanical, electrical, controls and utilities.
3. Design, furnish and install a new FFSS building with a pump room and an electrical room at QMT.
4. Remove the existing, and design, furnish and install replacement heat tracing and insulation for the QMT Fire Standpipe exposed in the Fresh Air Ducts.
5. Design, furnish and install leak mitigation and repair in both the HLCT and QMT Exhaust Air Ducts.
6. Perform exhaust flue repairs as per Released for Construction Designs included in RFP documents for the HLCT and QMT.
7. Monitor and maintain the FFSS in both tunnels for 5 years after commissioning.

4. Procurement Process

The procurement process for Contract HC-9R/QM-9R consists of two steps: (i) the Request for Qualifications and (ii) the Request for Proposals, as described in further detail below:

- a. This Step 1, the Request for Qualifications ("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 up to four (4) 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.
- d. The RFP will provide specific instructions on the submission requirements and the evaluation factors for the Proposals.
- 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, the Shortlisted Respondents may be given the opportunity to attend a Site Tour at the location(s) where the Work will be performed.
- g. During Step 2, MTA C&D will offer a stipend to Shortlisted Respondents who submit Proposals that are responsive to the RFP requirements but are not awarded the Contract.

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All SOQs shall be submitted electronically to MTA C&D by the SOQ Due Date set forth in Section 1.5 of the RFQ in accordance with the instructions for electronic submittals set forth in Section 9.3.4 and Part C of the RFQ.

5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about May 30, 2025. 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 to 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 to the MTA Vendor Portal, www.mymta.info, select Vendor Sign-in & Registration, select New Bidder Registration, and then follow the on-screen instructions.**

6. Evaluation of SOQs

As described in more detail in the RFQ, SOQs will be evaluated to establish a shortlist of qualified Respondents.

a. Threshold Evaluation Criteria

Each Respondent's SOQ will be evaluated on a pass/fail basis for compliance with the SOQ submittal requirements, including the following:

- i. **Completeness:** The SOQ conforms to the RFQ requirements and includes all materials required by the RFQ.
- ii. **Timeliness:** The SOQ was submitted on or before the SOQ Due Date and time.
- iii. **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.
- iv. **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.
- v. **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.

b. Substantive Evaluation Criteria:

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.

- i. **Team, Key Personnel, and Organization:** The demonstrated qualifications and experience of the proposed Key Personnel, the experience of the proposed management team, including the ability to manage all aspects of the Design-Build Contract and successfully integrate the

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various Major Participants; and organizational capacity to ensure sufficient staffing to perform the design and construction work. Additionally, the Respondent will be evaluated on the strength of any value-added positions and the benefits to the Project.

- ii. **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.
- iii. **Prior Design-Build Experience**: The extent and depth of each Major Participant's experience with comparable projects.
- iv. **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.
- v. **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. Experience and Performance of Respondent Teams

During the RFQ process, MTA C&D will identify Respondent Teams comprised of design and construction firms, available with demonstrated experience, expertise, capacity, and record of producing quality work on projects similar in nature to the Project.

- a. Objective is 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 significant public-facing transportation facilities, including without limitation, project managers, construction managers, design consultants, safety managers, quality managers, and schedulers.

8. General Limitations on Respondent Team Membership

- a. Subject to the Limitations of Exclusivity set forth in Section 10 herein and Section 6.4 of 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:
 - i. no Major Participant, including its affiliates shall participate on more than one (1) Respondent team;
 - ii. non-Major Participant Subcontractors and their Affiliates may participate on more than one (1) respondent team, subject to compliance with Section 5.3 of the RFQ, this Section 8, and Section 10 herein;
 - iii. 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
 - iv. no individuals serving a Key Personnel role on one (1) Respondent team may serve any role on another Respondent team.

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- b. Respondents and Major Participants that are not selected as a Shortlisted Respondent are not restricted under this Section 8 herein from participation 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.

9. Proposed Engagements with Duplicate Major Participants

Each Respondent shall identify and propose a single entity for each Major Participant in its SOQ, for which purposes a Joint Venture will be considered to be a single entity.

10. Limitations on Exclusivity

- a. Non-Major Participants, Subcontractors, and other persons which are not prohibited from participating on more than one (1) Respondent team under Section 8 herein, 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 in accordance with Paragraph 9.2 of the RFQ. 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 HC-9R/QM-9R; 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, at 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.