



DATE: 11/10/2025

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT: 0000527910

OPENING/DUE DATE: 12/17/2025

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 11/10/2025

SOLICITATION TITLE: Design-Build Services for ADA Upgrades - Package 10.

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 provide ADA Upgrades at Second Avenue and Seventh Avenue Stations in the Borough of Manhattan, and Morrison Avenue – Soundview Station in the Borough of The Bronx (the "Contract") in accordance with ADA Accessibility Guidelines, including but not limited to installing new elevators. In addition, and as part of the procurement for the Contract, the MTA intends to enter into a separate contract to provide for the long-term maintenance of the new elevators. Respondents that are selected in the first step of the solicitation, the Request for Qualification ("RFQ") process, will be eligible to participate in the upcoming second step, the Request for Proposal ("RFP") process. MTA C&D intends to award a design-build contract and a maintenance contract at the end of the RFP process.

It is anticipated that the Contract will be in whole or in part Federally funded.

There will be an informational meeting for this procurement to be held on a date, time, and location specified in the RFQ. See Paragraph 5 below for information on how to obtain the RFQ documents.

Funding: 100% FTA Goals: DBE Goals 0%

Est \$ Range: \$100M+

Contract Term: No Greater than 1189 Calendar Days

(X) PRE-BID CONFERENCE LOCATION:

DATE: 11/21/2025

TIME: 10:00 AM

Virtual via Microsoft Teams- Please contact the assigned procurement representative at christopher.james2@mtacd.org to register.

() SITE TOUR LOCATION:

DATE:

TIME:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Christopher James

EMAIL: christopher.james2@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. A37826
Project Overview**

1. Introduction to the Project

Contract A37826 will provide Americans with Disabilities Act (ADA) upgrades for the traveling public at three (3) NYCT Subway stations. The stations are 2nd Avenue Station and 7th Avenue Station in Manhattan and Morrison Ave – Soundview Station in The Bronx. In addition, a separate Maintenance Contract will provide for long-term reliable maintenance of the new elevators.

2. Contracting Methodology

Following the two-step solicitation process described in Section 1.3 of the RFQ, the Design-Build Contract will be awarded as a lump sum price design-build contract with certain components of the Work to be paid on a fixed unit price to the Shortlisted Respondent, in its capacity as a Proposer under the RFP, 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, including cost and schedule, following the 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 risk related to the Work.

3. Project Scope/Description

The Work under this Contract will provide NYCT passengers reliable ADA access to platform levels at the three (3) NYCT stations described below. The Work also includes escalator replacement at one (1) station and referred Station Component work at two (2) stations. In addition, the Project requires a separate long-term elevator maintenance contract to provide for long-term reliable maintenance of the new elevators.

a. SEVENTH AVENUE STATION

Seventh Avenue Station is on the IND Queens Boulevard Line in Manhattan and provides service to the B, D, and E trains. It is an underground station with two (2) upper mezzanines, two (2) lower mezzanines, and two (2) island platforms stacked on top of one another. There is an additional upper and lower mezzanine at the east end of the station closed to the public. The un-manned mezzanine contains two (2) street stairs, station department facilities, an EPR, an ejector pit, and an ejector room. There are two (2) stairs at each lower mezzanine that connect to the upper platform. Additionally, each upper mezzanine has an escalator connecting to the upper platform.

- i. Designing and constructing two, two-stop elevators from street level to the expanded upper mezzanine at the northwest corner of West 53rd Street and 7th Avenue;
- ii. Designing and realigning curb lines at the sidewalks to accommodate new street level elevators;
- iii. Replacing two existing heavy duty escalators, E-237 and E-238, in kind;
- iv. Constructing a three-stop elevator from the upper mezzanine to the upper and lower platforms;
- v. Design and constructing and extension of upper mezzanine to include new control area, elevators, elevator landings and dual elevator machine/control room ("EMR" and "ECR");
- vi. Designing and performing site preparation Work for the installation of new artwork in the extended mezzanine area and wall adjacent to stair P7;
- vii. Designing and reconstructing the two island platforms to provide ADA boarding and transition areas;
- viii. Design and relocating of Stair PL7/PL8 to comply with ADA clearance requirements at the platforms;

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- ix. Designing and reconstructing Stair P7 to achieve equal riser heights after completion of the ADA boarding area;
- x. Reconstructing the tracks D3, B3, and B4 for full length of the platform plus an additional ± 40 feet beyond platform on each end for transition to existing track profile;
- xi. Designing and performing structural component repairs, which shall include but not be limited to repairing spalls at edge of concrete arch under platform edge, repairing horizontal structural cracks at underside of platform track wall, repairing spalls, mitigating water leakage at platform roof beam, repairing corroded platform roof beam, repairing cracks in platform roof beam concrete encasement, replacing corroded lateral brace beam, and repairing cracks in the concrete coping at Stair P9; and
- xii. Architectural component repairs include removal and replacement of damaged, loose, bulging, or missing wall tiles at 5 stairs and repair of handrails at two stairs.

b. MORRISON AVENUE – SOUNDVIEW STATION

Morrison Avenue-Soundview Station is on the IRT Pelham Line in the Bronx and provides service to the 6 train. It is an elevated station with a mezzanine and two (2) side platforms. Three (3) street stairs on the corners of Morrison Avenue and Westchester Avenue meet at a manned mezzanine that holds various station department facilities and two (2) electrical distribution rooms (EDRs). There are two (2) stairs on the north side of the mezzanine to the southbound platform and two (2) stairs on the south side of the mezzanine to the northbound platform. The work at this station includes:

- i. Designing and constructing two, two-stop elevators with landings at the street level and the platform level. One elevator shall be located at the northbound platform, and one elevator shall be located at the southbound platform;
- ii. Designing and constructing a street-to-platform steel stair to both the northbound and southbound platforms at the unpaid sides of the control areas, for a total of two stairs;
- iii. At each platform, designing and constructing an outboard extension adjacent to the existing platform for the design and construction of a new control area, elevator landing, stair landing, and EMR or ECR;
- iv. Designing and constructing an EMR or ECR;
- v. Designing and constructing a standing seam roof and canopy over the entirety of the new platform level extension area;
- vi. Designing and constructing new windscreens;
- vii. Designing and constructing new control areas with new fare control and railing;
- viii. Designing and reconstructing each platform to include ADA boarding and transition areas;
- ix. Designing and reconstructing stairs to accommodate boarding area height ;
- x. Relocating of existing artwork; and
- xi. Designing and realigning curb lines at the sidewalks to accommodate new elevators and stairways.

c. SECOND AVENUE STATION

Second Avenue Station is on the IND Sixth Avenue Line in Manhattan and provides service to the F train. It is an underground station with one (1) mezzanine and two (2) island platforms. The mezzanine spans the entire length of the station but is divided into two (2) public areas by an MTA facility in the

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middle. There is a set of stairs that divides the mezzanine into an upper and a lower mezzanine at this end of the station. The work at this Station includes:

- i. Designing and constructing one, two-stop elevator from the street level to the upper mezzanine level;
- ii. Designing and constructing one two-stop elevator from the upper mezzanine level to the northbound platform level;
- iii. Designing and constructing one two-stop elevator from the lower mezzanine level to the southbound platform level;
- iv. Designing and constructing one ADA compliant ramp from the upper mezzanine level to the lower mezzanine level;
- v. Designing and reconstructing stair M3A/B to accommodate the new ADA ramp ;
- vi. Designing and constructing an EMR or ECR at the upper mezzanine level;
- vii. Reconstructing and reconfiguring fare control equipment and railings;
- viii. Designing and performing site preparation Work for new artwork installation;
- ix. Designing and reconstructing each platform to include ADA boarding and transition areas;
- x. Providing and installing tactile warning strip and rubbing board for all platform edges;
- xi. Reconstructing track B1 for full length of the platform, plus an additional ± 40 feet beyond platform on each end for transition to existing track profile;
- xii. Performing structural component repairs, including, but are not limited to, repairing of cracks in platform roof beam encasement and mitigating water leakage at roof beam; and
- xiii. Performing architectural component repairs, including, but not limited to, replacing bulging and missing wall tiles.

4. Procurement Process

The procurement process for Contract A37826 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 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.

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- 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. Where track access is necessary, all attendees will be required to have MTA NYC Transit Track Safety Certification and possess a valid course completion card. The Shortlisted Respondents are responsible for ensuring that its designated attendees have current NYC Track Safety Certifications including, where necessary, scheduling attendance at track training classes sufficiently in advance of the Site Tour to ensure certification.
- g. During Step 2, MTA C&D will offer a stipend to Shortlisted Respondents that submit Proposals that are responsive to the RFP requirements but are not awarded the Contract.

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

5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about November 10, 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 the MTA Vendor Portal, www.mymta.info, and download the RFQ documents.

IMPORTANT:

Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation.

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.

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:

- 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 Contract, to design and build the Contract and to 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

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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 Contract and has provided a letter from an eligible Surety to satisfy the financial requirements set forth in 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 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 benefits of any value-added positions and the strength of the individuals proposed for those positions.
- ii. **Project Approach**: The extent to which a Respondent demonstrates an understanding of, and approach to, the development, design, and construction of the Contract including unique issues, specific risks, and any challenges associated with the Contract, and maintenance of the new elevators.
- 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: quality of work product; 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.

7. Experience and Performance of Respondent Teams

- a. During the RFQ process, MTA C&D will identify Respondent Teams comprised of the best design and construction firms available with demonstrated experience, expertise, capacity, and record of producing quality work on projects similar in nature to the Project.
 - i. Objective is to identify Respondents that include a Lead Contractor and Designer with:
 - A. 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;
 - B. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work;
 - C. organizational capacity to perform the Work; and
 - D. qualified Key Personnel and Value-Added Personnel identified in the RFQ with experience managing and performing work in active rail and transit station

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environments, including without limitation, project managers, construction managers, design consultants, safety managers, quality managers and schedulers.

- ii. To identify Respondents that include Elevator Manufacturer(s), Elevator Installer(s), and Elevator Maintainer(s) with:
 - A. experience in successfully manufacturing, installing, and maintaining elevators in the quantities, with such performance and technical specifications, for such purposes, and in the environments similar to those reflected in the scope of Work and anticipated for the Project, including in active rail and transit stations.
 - B. experience in achieving expected levels of maintainability and life cycle performance and satisfaction of handback requirements in similar projects;
 - C. experience in and a record of providing long term original equipment manufacturer (“OEM”) and installation warranties, maintenance, and support to project owners;
 - D. technical and management experience and expertise to plan, organize and execute the relevant parts of the Work and assure the quality and safety of the Work; and
 - E. qualified key personnel with experience managing and performing work in the environments similar to those reflected in the scope of Work, including active rail and transit station environments.

8. General Limitations on Respondent Team Membership

- a. Subject to the Limitations on Exclusivity set forth in Section 10 below, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel:
 - i. with the exception of the Elevator Manufacturer, the Elevator Installer, and the Elevator Maintainer:
 - A. no Major Participant, including its affiliates, may participate on more than one (1) Respondent team;
 - B. non-Major Participant Subcontractors and their Affiliates may participate on more than one (1) respondent team, subject to compliance with the RFQ;
 - C. 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; and
 - D. no individuals serving a Key Personnel role on one (1) Respondent team may serve any role on another Respondent team.
 - b. Respondents and Major Participants that are not selected as a Shortlisted Respondent are not restricted under the RFQ 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.

- a. Notwithstanding the foregoing restriction, a Respondent may include in its SOQ up to four (4) proposed Elevator Manufacturers, up to four (4) proposed Elevator Installers, and/or up to four (4) proposed Elevator Maintainers as alternatives. Such arrangements will be subject to restrictions in the RFQ.

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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 6.2 of the RFQ, 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 Section 10.2 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 A37826; 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.
- c. Elevator Installers, Elevator Manufacturers, Elevator Maintainers, or their Affiliates, which are not prohibited from participating on more than one (1) Respondent team under Section 6.2 of the RFQ, 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:
- d. The engagement of an Elevator Installer, Elevator Manufacturer, Elevator Maintainer, or any of their Affiliates 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, the Design-Build Contract, and the Maintenance Contract between or among Respondent teams.
- e. If a Respondent elects to non-exclusively engage multiple Elevator Manufacturers, Elevator Installers, or Elevator Maintainers, such Shortlisted Respondent or Proposer must finalize the engagement of one (1), but not more than one (1), of each entity and identify the selected entity in its Proposal.