

DATE: 12/31/2025

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT: 0000534818

OPENING/DUE DATE: 2/05/2026

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 12/31/2025

SOLICITATION TITLE: Design-Build Services for Metro-North Railroad Hudson Line Bundle

DESCRIPTION: The Metropolitan Transportation Authority (“MTA”), by and through the MTA Construction and Development Company (“MTA C&D”), is conducting a two-step Request for Proposals solicitation, to identify and engage a qualified Design-Builder to provide design-build services under Contract 1000220416 -- Design-Build Services for Metro-North Railroad Hudson Line Bundle (the “Contract”). 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 at the end of the RFP process.

PLEASE SEE ATTACHED PROJECT OVERVIEW FOR MORE INFORMATION

Funding: in whole or in part Locally funded Goals: MBE :15%; WBE: 15%; SDVPB: 6%

Est \$ Range: \$100M+

Contract Term: 1500 Calendar Days

(X) PRE-BID CONFERENCE LOCATION:

DATE: 1/16/2026

TIME: 2:00 PM

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. 1000220416
Project Overview

1. Introduction to the Project

This Contract is to deliver critical infrastructure improvements along a portion of the Metro-North Railroad's Hudson Line. The Work includes electrification upgrades, undergrade bridge replacements, and rock slope remediation to enhance safety, reliability, and system resiliency.

2. Contracting Methodology

Following the two-step solicitation process described in Section 1.3 of the RFQ, the Shortlisted Respondent, in its capacity as a Proposer under the terms of the RFP, that submits the Proposal that MTA C&D determines, in its sole discretion, offers the best value, based on an evaluation of a variety of factors, will be awarded a fixed lump sum price design-build contract. 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

Under this Contract (1000220416), the Design-Builder will be responsible for the improvements along a portion of MNR's Hudson Line. The project is a bundle of three (3) distinct scoping efforts consolidated into a single contract due to their relative proximity to each other and MNR's desire to streamline design and construction efforts, optimize the use of track outages and MTA resources, and mitigate conflicts in overlapping efforts.

The three elements comprising the bundled Design-Build package include, Hudson Line Track 1 Electrification, Replacement of Four Undergrade/Railroad Bridges, and the Stabilization of Rock Slopes. The anticipated scope associated with these elements are described in additional detail below.

Hudson Line Track 1 Electrification

The Project includes electrification of approximately 11.5 miles of Hudson Line Track 1, the only non-electrified track within the four-track corridor south of Croton-Harmon. Work generally consists of installing new aluminum third rail and associated components along two track segments between MP 19.2 and MP 24.2 and MP 26.7 and MP 33.2 (Figure 1), including integration with existing traction power infrastructure. The scope includes installation of third rail, supports, and replacement ties; excavation and installation of new conduit and ductbanks; installation of reactors, sectionalizing switches, and associated elevated platforms; and electrical upgrades and modifications at multiple traction power substations. Work will be performed under scheduled outages during off-peak hours, nights, and weekends to minimize impacts to railroad operations.

Undergrade Bridge Replacements

The Project includes full replacement of four (4) undergrade bridges (HU 26.97, HU 27.30, HU 27.45, and HU 28.39) along the Hudson Line (Figure 2). Work generally consists of raising all four tracks, constructing new bridge substructures and superstructures, reconstructing track and third rail systems, and installing new retaining walls and walkways where required.

Ancillary work includes permanent relocation of power, communications, and signal utilities; demolition of an existing signal bridge; and associated railroad, civil, and structural work necessary to restore full operations.

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Rock Slope Stabilization

The Project includes final design and construction of permanent rock slope stabilization measures at four priority locations between MP 27.6 and MP 31.0 along the Hudson Line (Figure 2). Work may include vegetation clearing, debris removal, rock scaling, installation of rock bolts, cable mesh, rockfall protection systems, concrete buttresses, and rehabilitation of existing retaining walls.

Stabilization work may also require relocation and protection of railroad utilities, installation of barrier protection, and securing temporary access easements to safely perform the Work while maintaining railroad operations.

Equipment

The Design-Builder shall furnish, operate, maintain, and remove all equipment necessary for the proper, safe, and timely performance of the Work. This includes, but is not limited to, all construction equipment, tools, cranes, hi-rail vehicles, rail-bound equipment, locomotives, and temporary facilities required to perform the Work within the Hudson Line operating environment.

4. Procurement Process

As noted above, the procurement process for the Contract consists of two steps: (i) the Request for Qualifications and (ii) the Request for Proposals, as described in further detail below:

- i. 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.
- ii. 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”).
- iii. 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 Contract.
- iv. The RFP will provide specific instructions on the submission requirements and the evaluation factors for the Proposals.
- v. 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.
- vi. 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 Metro-North Railroad Contractor Employee Safety Training and possess a valid course completion card. The Shortlisted Respondents are responsible for ensuring that its designated attendees have current Metro-North Railroad Contractor Employee

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Safety Training s including, where necessary, scheduling attendance at track training classes sufficiently in advance of the Site Tour to ensure certification.

- vii. 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 Section 1.5 of the RFQ in accordance with the instructions for electronic submittals set forth in Section 10 and Part C of the RFQ.

5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about December 31, 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. Each Respondent's SOQ will be evaluated on a pass/fail basis for compliance with the SOQ submittal requirements, including:

a) Threshold Evaluation Criteria

- viii. **Completeness:** The SOQ conforms to the RFQ requirements and includes all materials required by the RFQ.
- ix. **Timeliness:** The SOQ was submitted on or before the SOQ Due Date and time.
- x. **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.
- xi. **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.

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- xii. **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

- 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 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.
- iii. **Prior Design-Build Experience**: The extent and depth of each Major Participant's experience with comparable projects.
- vi. **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 design and construction firms available, with demonstrated experience, expertise, capacity, and record of producing quality work on projects similar in nature to the Contract.
- i) To identify Respondents that include a Lead Contractor and Designer with:
- 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;
 - technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work;
 - organizational capacity to perform the Work; and
 - qualified Key Personnel and Value-Added Personnel identified in Section 10.10 of the RFQ with experience managing and performing work in active railroad right-of-way environments, including without limitation, project managers, construction managers, design consultants, safety managers, quality managers and schedulers.

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8. General Limitations on Respondent Team Membership

- a) Subject to Section 6.3 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, may 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, Section 6.2, and Section 6.4 of the RFQ;
 - iii. 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
 - iv. 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 Section 6.2 of 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.

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 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 the Contract; and/or (ii) finalize the engagement of

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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.