



**DATE: 3/5/2026**

**CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW**

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

**SSE #: 0000541781**

**OPENING/DUE DATE: 4/2/2026**

**TYPE OF SOLICITATION: RFP**

**DOCUMENT AVAILABILITY DATE: 3/5/2026**

**SOLICITATION TITLE: S48020: CBTC for 6th Ave Line, 63rd St Line and DeKalb Interlocking.**

**DESCRIPTION:**

**Scope of Work**

The Work for Contract S48020 is for design-build services to replace the existing fixed-block relay-based signal system on New York City Transit’s 6th Avenue Line, 63rd Street Line and the Dekalb Avenue Interlocking, that are defined below, with a train control system based on Communications Based Train Control technology that is compliant with MTA’s current Interoperability Interface Specification (“I2S”). The Work also includes providing new or updating existing rooms and enclosures in the stations to contain the new train control system, performing track switch repair or replacement, replacing the existing tunnel lighting system, repairing or replacing existing circuit breaker houses, and providing and testing elements of a full-band distributed antenna system for the deployment of a wireless network by a third-party.

\*\*\*\* See attached for additional information\*\*\*\*

Funding: 100% MTA      Est \$ Range: \$100M+      Goals: MBE: 7%    WBE: 7%      SDVOB:1%  
Contract Term: 2,281 Days (Approximately 75 months)

**(X) PRE-BID CONFERENCE**

**DATE: 3/13/26**

**TIME: 10:00AM**

**Virtual Via Microsoft Teams- Please register with Alexander Wanless at [alexander.wanless@mtacd.org](mailto:alexander.wanless@mtacd.org)**

**( ) SITE TOUR**

**DATE:**

**TIME:**

**PLACE:**

**FOR MORE INFORMATION, PLEASE CONTACT:**

**PROCUREMENT REPRESENTATIVE: Alexander Wanless**

**EMAIL:  
Alexander.wanless@mta  
cd.org**

**Contract No. S48020  
Project Overview**

## **1. Introduction to the Project**

The Design-Builder for Contract S48020 will design, fabricate, construction, install, test and commission a CBTC-based Train Control System (“TCS”) that is compliant with MTA C&D’s Interoperability Interface Specification to replace the current fixed-block signaling system on NYCT’s 6th Avenue Line, 63rd Street Line, and Dekalb Interlocking.

## **2. Contracting Methodology**

The Design-Build Contract will be awarded as a lump sum price design-build contract 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 qualitative factors, including cost, schedule for completing the TCS, and long term maintenance costs. Contracting on a design-build basis is intended to encourage development of innovative technological solutions, designs, planning, and logistics while also optimizing the sharing of risk related to the Work.

## **3. Background information and Project Scope/Description**

The Work for Contract S48020 is for design-build services to replace the existing fixed-block relay-based signal system on New York City Transit’s 6th Avenue Line, 63rd Street Line and the Dekalb Avenue Interlocking, that are defined below, with a train control system based on Communications Based Train Control technology that is compliant with MTA’s current Interoperability Interface Specification (“I2S”). The Work also includes providing new or updating existing rooms and enclosures in the stations to contain the new train control system, performing track switch repair or replacement, replacing the existing tunnel lighting system, repairing or replacing existing circuit breaker houses, and providing and testing elements of a full-band distributed antenna system for the deployment of a wireless network by a third-party.

### **A. The “6th Avenue Line” includes:**

- i. Tracks B1, B2, B3, and B4 on the B/D/M/F Line from 47-50th Street Rockefeller Center Station to the north of York St station on the F Line (at the boundary with the Fulton Line), including tracks BJ1 and BJ2 from Broadway-Lafayette St station to the north of Essex St station the M Line, and on tracks B3 and B4 on the B/D Line to Manhattan Bridge.

### **B. For the purposes of this Work, the 6th Avenue Line also includes the following portions of adjacent lines:**

- i. Tracks B3 and B4 on the B/D Line from the south of 59 St Columbus Circle to 47-50 St Rockefeller Center Station, tracks B1 and B2 on the F-Line from the south of 5 Av/53 St Station (at the boundary with the Queens Boulevard West line) to 47-50th St Rockefeller Center Station, and tracks A1 and A2 connecting the lower and upper levels at W 4th St/Washington Square Station.

### **C. The “63rd Street Line” includes:**

- i. Tracks T1/B5 and T2/B6 from north of 21st St - Queensbridge Station (at the boundary with the Queens Boulevard West Line) to 47-50th Street Rockefeller Center Station.

### **D. For the purposes of this Work, the 63rd Street Line also includes the following portion of adjacent lines:**

- i. Tracks S1/G3 and S2/G4 on the Second Avenue “Q” Line from the south of 72 Street Station, to south of switches 15A and 33A (which are located at the south of Lexington Av/63 St Station).

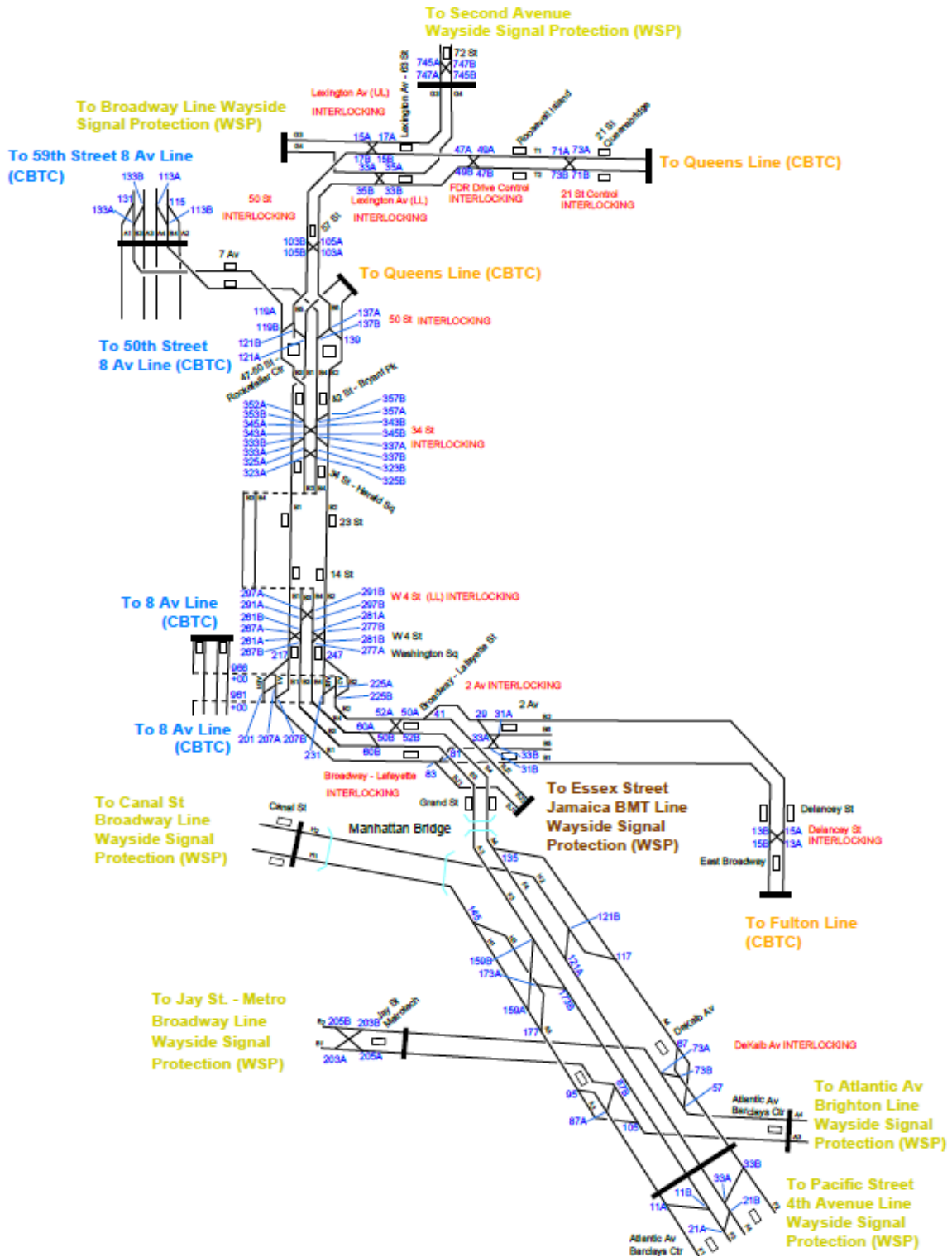
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E. The “DeKalb Avenue Interlocking” includes:

- i. Tracks H1 and H2 from the south of Canal St Station to the north of Dekalb Avenue Station (inclusive of track H3) on the N/Q Line;
- ii. Tracks H2 and A4 from Manhattan Bridge to south of Atlantic Av Station on the Brighton B/Q Line;
- iii. Tracks A3, F1, F2, F3, and F4 from Manhattan Bridge to north of Pacific St Interlocking on the D/N/R Lines; and
- iv. Tracks B1 and B2 on the Broadway “R” line from south of Jay St MetroTech Station to the south of Dekalb Avenue Station.
- v. All other crossovers, and tracks within the limits described in subsection E.

The 6th Avenue Line, the 63rd Street Line, and the DeKalb Interlocking are collectively referred to herein as the “Project Line”. The limits of the Project Line are shown graphically on the following page:

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A. Key elements of the Work for the Project include:

- i. Providing a wayside CBTC based train control system (“TCS”) compliant with MTA’s I2S Version 3.0 (or any future version update that may be introduced prior to Design-Build Contract execution), that replaces all existing signaling functions, interlockings, and equipment and is fully interoperable with CBTC-equipped trains that operate on the Project Line and on the existing Automatic Train Supervision system deployed on NYCT’s “B” Division (NYCT’s lines operating with lettered service, A, B, C etc.).
- ii. Expanding and integrating a 5G-based wayside Data Communication System network.
- iii. Integrating Line and Local Automatic Train Supervision systems, at locations including but not limited to, the Rail Control Center, Master Towers, and Train Control Rooms on the Project Line, to enable independent control of the TCS and supporting maintenance activities. The Design-Builder will provide the Local ATS workstations, including power, furniture, and network connections. The operating software will be provided by MTA. The Design-Builder will also provide Line ATS power, space, furniture, cabinets, racks, and network connections and perform configuration of Line ATS servers and software to be provided by a third-party.
- iv. Expanding the existing Automatic Train Supervision system for the “B” Division and provision of workstations, at NYCT’s Rail Control Center in Manhattan and Backup Rail Control Center in Brooklyn, to include the Project Line.
- v. Providing new or updating existing rooms and enclosures on the Project Line to contain the TCS equipment provided by the Design-Builder.
- vi. Providing a complete axle counter system on the Project Line.
- vii. Providing all supporting systems required for operation of the TCS, including but not limited to, utilities, mechanical and civil work, power supply, cabling, raceways and associated signaling equipment.
- viii. Removing and disposing of the decommissioned fixed-block, relay-based and mechanical signal system equipment.
- ix. Expanding the Enhanced Integration Test Facilities to include a virtualized environment replicating the Project Line.
- x. Training MTA personnel to maintain and operate the TCS and related systems supplied under the Design-Build Contract, including but not limited to, the expanded EITF.
- xi. Performing track switch layout modifications, switch machine replacement and other Work related to the replacement of existing switches on the Project Line.
- xii. Performing a survey, providing an installation design, installing, and testing of cabling and associated equipment for the deployment of a distributed antenna system for an expanded wireless network on the Project Line by Boldyn Networks Transit SPV US LLC.

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- xiii. Removing the existing tunnel lighting system on most of Project Line and replacing it with a new fully functional tunnel lighting system. The RFP will define the segments of the Project Line that do not require new tunnel lighting.
- xiv. Performing repairs or replacement of five existing circuit breaker houses on the Project Line.

#### **4. Procurement Process**

- A. The procurement process for the Contracts 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, schedule and other qualitative factors will also be considered.
  - iv. The RFP will provide specific instructions on the submission requirements and the evaluation factors for the Proposals.
  - v. Prior 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.
  - vi. 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.
  - vii. 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 10.3.D of the RFQ.

#### **5. RFQ Availability**

The RFQ documents will be made available to all prospective Respondents on or about March 5, 2026. In order to obtain the RFQ documents, prospective Respondents need to complete and submit the Contract Document Order Form to [SolicitationDocs@mtacd.org](mailto: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](http://www.mymta.info), and download the RFQ documents.

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**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](http://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**

- 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 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 Section 10.9 of the RFQ

### **A. 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 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 Work, including unique issues, specific risks, and any challenges associated with the Work, and maintenance of the CBTC equipment.

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- 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 Work.
  - i. To identify Respondents that include a Construction Contractor and Designer with:
    - (1) experience in successfully managing, designing and constructing projects of the size, type and complexity reflected in the summary of Work;
    - (2) technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work;
    - (3) organizational capacity to perform the Work; and
    - (4) qualified Key Personnel and value-added positions identified in Section 10.10 of the RFQ with experience managing and performing work in active rail and transit station environments, including without limitation, project managers, construction managers, design consultants, safety managers, quality managers and schedulers.
  - ii. To identify Respondents that include a CBTC Supplier with:
    - (1) experience in successfully, designing, furnishing and maintaining a CBTC system and equipment, with such performance and technical specifications, for such purposes, and in environments similar to those reflected in the summary of Work.
    - (2) a record of completing CBTC contracts (including, as applicable, as a prime or subcontractor) on time and within budget;
    - (3) experience in and a record of providing long term warranties, maintenance and support to project owners;
    - (4) technical and management experience and expertise to plan, organize and execute the relevant parts of the Work and assure quality and safety of the Work; and
    - (5) qualified Key Personnel with experience managing and performing work in the environments similar to those reflected in the summary of Work.

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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. notwithstanding the foregoing, while the CBTC Supplier may only participate as a Major Participant/CBTC Supplier on one (1) Respondent team, it may also participate as a non-Major Participant subcontractor for non-CBTC track and signaling work on additional Respondent teams;
  - iii. affiliated entities shall not participate on separate Respondent teams;
  - iv. with the exception of the CBTC Supplier, 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
  - v. 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 this 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. Limitations on Exclusivity**

CBTC Suppliers participating as a non-Major Participant that are not prohibited from participating on more than one (1) Respondent team under Section 6.2, 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:

- A. The engagement of a CBTC Supplier as a non-Major Participant 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 and the Design-Build Contract between or among Respondent teams.