



Construction & Development

DATE: 3/6/2026

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE #: 0000542039

OPENING/DUE DATE: 4/10/2026

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 3/6/2026

SOLICITATION TITLE: Design-Build Services for Westbound Bypass Part 2

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 perform design and construction of a new grade-separated track beneath the existing tracks together with the associated approach structures, construction of a new pump house and communication hut and associated mechanical and systems infrastructure, select demolition of existing track work and installation of new track, including special track work, and select demolition of existing structures and installation of new traction power elements, and other Railroad systems infrastructure. 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.

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

Funding: 100% FTA Est \$ Range: \$100M+ Goals: NA Contract Term: 1095 Calendar Days

PRE-BID CONFERENCE

DATE: 3/19/26

TIME: 10:00AM

Virtual Via Microsoft Teams- Please register with Alexander Wanless at alexander.wanless@mtacd.org

SITE TOUR

DATE:

TIME:

PLACE:

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Alexander Wanless

EMAIL:
Alexander.wanless@mtacd.org

Contract No. CH057A2R Project Overview

1. Introduction to the Project

The Design-Builder for Contract CH057A2R design and construction of a new grade-separated track beneath the existing tracks together with the associated approach structures, construction of a new pump house and communication hut and associated mechanical and systems infrastructure, select demolition of existing track work and installation of new track, including special track work, and select demolition of existing structures and installation of new traction power elements, and other Railroad systems infrastructure..

2. Contracting Methodology

The will be awarded as a fixed 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 evaluation of qualitative factors, including cost and schedule, following the two-step solicitation process described in Section 1.3 of the RFQ. 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. Background information and Project Scope/Description

The Work of the Contract includes the final design and construction of a new grade-separated railroad track beneath the existing East River Tunnel Line 2 (ERT 2) and East River Tunnel Line 4 (ERT 4) tracks at F Interlocking, together with the infrastructure required to integrate the new alignment into the existing railroad system. The Work includes the final design and construction of a new grade-separated railroad track beneath the existing LIRR mainline tracks, together with the infrastructure required to integrate the new alignment into the existing railroad system. The Work includes construction of the grade-separated track and associated approaches and civil works; select demolition and modification of existing track infrastructure and installation of new track and special track work; construction of a pump house and communications hut with associated mechanical, electrical, and communications systems; select demolition of existing facilities and installation of traction power elements and related electrical infrastructure; and installation and integration of railroad systems required to support the new alignment. The Design-Builder shall be responsible for all engineering, design development, scheduling, coordination, and construction necessary for timely completion of the Work, which will be performed within an active railroad interlocking and will require coordination with ongoing train operations and force account work performed by Amtrak, the Long Island Rail Road, and other Harold Interlocking contractors.

The Work of Contract CH057A2 will generally consist of the following:

- i. Survey of existing conditions, including but not limited to, tracks, structures, foundations, overhead wires, utilities and appurtenances (both overhead & below grade).
- ii. Demolition and removal of existing railroad infrastructure, structures, foundations, overhead wires, utilities and appurtenances as necessary to perform the Work.;
- iii. Design, fabrication, installation, rehabilitation and maintenance of a temporary de-watering system, as necessary to perform the Work, and removal upon completion of the Work.
- iv. Design, fabrication and installation of Support of Excavation measures (SOE), as necessary to perform the Work. SOE may include temporary measures to be removed upon completion of the Work, or structures to be permanently incorporated into the Work.
- v. Design and construction of a grade-separated crossing under the existing ERT Line 2 and ERT Line 4 tracks for the new Westbound Bypass track, which may include, but not be limited to, SOE elements, retaining walls, approach structures, approach slabs, and "tunnel" section, as proposed by the Design-Builder and accepted by MTACD, LIRR and Amtrak.

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- vi. Design and installation of connecting concrete approach structures.
- vii. Design, fabrication and installation of new FRA Class 3 concrete tie track with overrunning third rail/catenary systems and connection to the existing Harold Interlocking and Sunnyside Yard track network.
- viii. Design, fabrication and installation of new electric power distribution apparatus, as follows:
 - (1) 750 VDC third rail power between the new track and existing LIRR Power Substation G02;
 - (2) 12 kV, 25Hz AC catenary power between the new track and existing Amtrak Power Substation 44.
- ix. Design for a fixed termination (variable tension) catenary system and fabrication of catenary structures, including foundations, poles, cantilevers, wires, hangers, brackets, supports, and wire terminations for the extension of Amtrak's existing traction power system to incorporate the new Work.
- x. Testing, monitoring, instrumentation and verification of installed systems.
- xi. Restoration of existing track and associated systems (catenary, third rail, power distribution, communications, and signal) removed or temporarily relocated for the performance of the Work; surfacing of new and restored tracks to achieve design line and profile.
- xii. Design, fabrication and installation of pump station and communication hut, associated mechanical and electrical equipment, power, system and communications.
- xiii. Design and installation of other utilities including power, communications, signaling, storm sewer and drainage.

The Design-Builder will be required to provide all professional services required for the planning, design, and engineering of the Work, including preparation of plans, drawings, and technical specifications in accordance with MTA and Amtrak requirements. Design services shall be performed by appropriately qualified New York State-licensed design professionals. The Design-Builder shall also provide contract management, engineering support, and construction management services necessary to deliver the Work in accordance with the approved design and the Contract Documents. In addition, the Design-Builder shall establish and implement a Quality Program addressing both quality assurance and quality control for design and construction activities, compliant with ISO 9001 standards.

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

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the best value to MTA C&D. While price will be a factor in the evaluation, schedule, design, technical approach, utilization of railroad services and other qualitative factors will also be considered.

- iv. 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 completed Amtrak and LIRR track safety courses and possess a valid course completion card. The Shortlisted Respondents are responsible for ensuring that its designated attendees have current Track Safety Certifications including, where necessary, scheduling attendance at track training classes sufficiently in advance of the Site Tour to ensure certification.
- v. 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.
- vi. 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 6, 2026. 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

- 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,

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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 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.
- 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 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;
 - (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 Personnel identified in Section 10.10 of the RFQ with experience managing and performing work in active rail and transit station environments,

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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 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, this Section 6.2, and Section 6.4;
 - 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 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

- 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 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

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engagement documented as an Organizational Change either under the terms of this RFQ or the equivalent terms of the RFP.