



Construction & Development

DATE: 5/15/2026

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE #: 0000550170

OPENING/DUE DATE: 6/18/2026

TYPE OF SOLICITATION: RFP

DOCUMENT AVAILABILITY DATE: 5/15/2026

SOLICITATION TITLE: Design-Build Services for Fresh Pond Yard Bridge Replacement and Track Re-Configuration

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 Work under Contract 6546 to design and construct a new off-line replacement railroad bridge and track reconfiguration at the Fresh Pond Yard in Glendale, Queens, NY. 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 conclusion of the RFP process.

The Design-Build Contract is not Federally funded.

Funding: 100% MTA **Goals:** MBE 15% WBE: 15% SDVOB: 6% **Est \$ Range:** \$10M - \$50M

Contract Term: 1095 Calendar Days

*** See attachment for additional information***

PRE-BID CONFERENCE

DATE: 5/28/26

TIME: 10:00AM

Virtual Via Microsoft Teams- Please register with Rayan Sequeira at rayan.sequeira@mtacd.org

SITE TOUR

DATE: N/A

TIME: N/A

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Rayan Sequeira

EMAIL:
rayan.sequeira@mtacd.org

**Contract No. 6546
Project Overview**

1. Introduction to the Project

The Work of this Contract 6546 will consist of the design and construction of an off-line replacement bridge for the Fresh Pond Yard Truss Bridge, which carries two non-electrified Bay Ridge Branch tracks crossing three non-electrified yard tracks and two non-electrified Long Island Railroad Lower Montauk Secondary tracks in Glendale, Queens, NY.

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

The Design-Builder shall design and construct an off-line replacement bridge for the Fresh Pond Yard Truss Bridge (54-O-117), which carries two (2) non-electrified Bay Ridge Branch tracks crossing three (3) non-electrified yard tracks and two (2) non-electrified Long Island Railroad (LIRR) Lower Montauk Secondary tracks in Glendale, Queens, NY. The Fresh Pond Yard Truss Bridge, constructed in 1916, is a 176 foot simple span steel truss bridge supported by concrete abutments. The bridge currently has design speed of 45 MPH, however operating restrictions further reduce this speed to 10 MPH maximum allowable speed.

The Design-Builder shall design and construct the new off-line replacement undergrade railroad bridge structure in accordance with all requirements set forth in the Contract. The replacement bridge has been granted a waiver from NYSDOT for a minimum Vertical Clearance of 19'0" from the tracks beneath.

Below is a brief description of the major scope items:

a. Civil/Site Work:

- Retaining Walls – On the north and south approaches it is necessary to install retaining walls to allow for the New Alignment
- Earthwork and Fill necessary to support the New Alignment of Bay Ridge 5 & 6 / Fremont Secondary 1 & 2
- Clearing & grubbing to accommodate the new retaining walls and track bed

b. Sub-Structure – Abutments designed for E-80 Loading and a 100-year Service Life

c. Super-Structure – New Simple span, ballasted deck bridge super-structure, capable of accommodating E-80 Loading with a 100-year Service Life

d. Environmental Remediation: There is approximately 1,500LF of asbestos cabling under the bridge, LIRR forces will remove the cables from the high tension poles, and the Design-Builder will be responsible for carting and disposal of the cabling.

e. Track Work:

- Off-Line construction of Bay Ridge 5/6 & Fremont Secondary 1/2

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- 2 weekend outages for the cut-over of the Bay Ridge / Fremont Secondary Tracks
- Cut & throws OR realignment of the 4 interchange tracks to accommodate the new alignment

f. Demolition:

- Following the commissioning of the new bridge and cut-over of freight service the existing Fresh Pond Truss Bridge super-structure will be demolished
- Abutments will remain in place to serve as retaining walls.
- One Weekend outage of the tracks below the bridge will be provided for the demolition of the existing truss bridge.

4. Procurement Process

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:

- 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 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 where the Work will be performed. Where track access is necessary, all attendees will be required to have LIRR Roadway Worker Protection (“RWP”) or Metro North Railroad (“MNR”) RWP and possess a valid course completion card. The Shortlisted Respondents are responsible for ensuring that its designated attendees have current LIRR or MNR RWP 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.

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5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about May 15, 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 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 10.9 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.

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- 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

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. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work;
 - iii. organizational capacity to perform the Work; and
 - iv. qualified Key Personnel identified in Section 10.10 with experience managing and performing work in active rail and transit environments, including without limitation, project managers, construction managers, qualified track foreman/supervisor, 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;

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- 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.
- 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 6546; 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.

11. Enhanced Utilization Credit

- a. This contract includes the opportunity to receive an Enhanced Utilization Credit, which is designed to



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incentivize the use of MWBE firms that have had limited or no opportunity to engage in contracting with the MTA. The Enhanced Utilization Credit Initiative (EUCI), offered by the MTA in partnership with Empire State Development, allows an additional fifty percent (50%) credit toward the utilization of EUCI-eligible firms for this Contract. A list of EUCI-eligible firms is available at <https://esd.ny.gov/certification-plus-vendors>. For additional information on this program, see Section 16.1 of the Request for Qualifications and you can also visit <https://www.mta.info/doing-business-with-us/opportunities-for-hubs/euci>.