MTA Construction & Development

DATE: 10/30/2026

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT: 0000567718	**OPENING/DUE DATE: 12/09/2026**
TYPE OF SOLICITATION: RFP	**DOCUMENT AVAILABILITY DATE: 10/30/2026**

SOLICITATION TITLE: Design-Build Services for Track Intrusion: Forward Facing Camera Pilot

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 design-build services to design, furnish, demonstrate, and test a Forward Facing Camera System (FFC) that will serve as a pilot to advance the FFC toward a system capable of deployment across MTA subway system and its fleets of revenue and non-revenue trains. 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.

It is anticipated that the Contract will **not** be Federally funded.

Funding: 100% MTA Goals: 15% MBE 15% WBE 6% SDVOB

Est $ Range: $5M - $10M Contract Term: 730 Calendar Days

(x) PRE-BID CONFERENCE LOCATION:	**DATE: 11/16/2026**	**TIME: 10:00 AM**
Virtual via Microsoft Teams- Please contact the assigned procurement representative at **lisa.rigatti@mtacd.org** to register. Please email your list of attendees to lisa.rigatti@mtacd.org and a meeting request will be forwarded.		
( ) SITE TOUR LOCATION:	**DATE:**	**TIME:**

FOR MORE INFORMATION, PLEASE CONTACT:

PROCUREMENT REPRESENTATIVE: Lisa Rigatti **EMAIL:** lisa.rigatti@mtacd.org

REQUIREMENTS TO PARTICIPATE

SYSTEM FOR AWARD MANAGEMENT (SAM): VENDORS ARE REQUIRED TO REGISTER WITH SAM, A FEDERAL VENDOR DATABASE USED TO VALIDATE VEDNDOR 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. C32525
Project Overview

1. Introduction to the Project

The Metropolitan Transportation Authority (MTA) is seeking a Design-Builder to develop, design, furnish, demonstrate and test a prototype carborne Forward-Facing Camera (FFC) System that will serve as a prototyping pilot and technology development platform to advance the FFC toward a system capable of deployment on revenue and non-revenue rolling stock within MTA's subway system. The purpose of the project is to develop and demonstrate the feasibility, performance, and reliability of an artificial intelligence/machine learning (AI/ML) supported approach to right-of-way (ROW) intrusion detection and awareness, sensing, tailored in-cab alerting, and adjacent benefits of right-of-way condition, monitoring, and assessment that could contribute to hazardous conditions.

2. Contracting Methodology

The 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 basis 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 and Section 4 below. 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. Description of the Work

A. The Design-Builder shall be required to design, furnish, and demonstrate the FFC's performance in a lab environment, and then install, and iteratively refine, develop, and test the FFC in a live environment using a MTA rolling stock vehicle from its revenue service fleet.

B. The FFC shall be capable of the following:

i. Real-Time Onboard Event Detection and Processing (collectively, "Events") for the following:

1. detecting when a person, object, or animal enters or is about to enter the ROW and recognizing conditions of such entry, including accidental falls, intentional track entry, dropped objects, tunnel intrusions, and the presence of track workers and track work;

2. detecting hazardous physical conditions on the ROW, and classifying those conditions, including debris and temporary structures such as tents or makeshift campsites along the ROW;

3. detecting operational conditions, including other trains and train movements, and interpreting and classifying those conditions as components in hazard assessment and response mitigation;

4. detecting pre-intrusion behaviors under low and high passenger density on the station platforms, such as persons leaning into the ROW and erratic movements, unusual crowd movements near the platform edge, overcrowding or sudden displacement of people on the platform;

5. detecting track workers on the ROW.

ii. Alerting

1. generating timely and appropriate response(s) to Events based on classifications, including issuing specified user groups alerts with contextual information, permitting acknowledgements of alerts by user groups, and escalating, downgrading, and/or clearing the alerts as follows

a. to train operators, by audible and visual cues to the operator in real-time, through an in-cab alert unit dedicated to FFC and a "no screens" visual solution (e.g. – a heads-up display) is preferred. The in-cab alert unit shall be designed to be

distinguishable from existing CBTC system alerts or other legacy system alerts sent to the train operator.

b. to control center personnel, through dedicated workstations located at control centers with alerting and alert reporting capabilities ("push and pull" alerting) that include text, still images, and/or video, as well as for the purpose of post-event review and analysis, system model training, and monitoring the health of the FFC.

iii. Performance

1. transmitting the appropriate intrusion and ROW condition alerts and observation data;
2. receiving intrusion and condition alerts from control center personnel for in-cab alerting, and model training instructions/prompts;
3. maintaining detection, alert, and recording functionalities at the carborne level if the FFC equipment on the vehicle becomes disconnected from wireless network or other telecommunications.
4. self-assessing the System's AI/ML performance, and learning and improving its performance based on the user inputs provided in response to prior detected events;
5. being able to operate reliably in a range of environmental conditions including heat, humidity, dust, metal particle dust, wind, shock, vibration, water, electromagnetic interference and variable lighting, including near and total blackout conditions for above ground and underground environments.

iv. System Interfacing

1. The System shall operate independently from other MTA systems, except for these interface points on the train vehicle:
   a. train's electrical circuit breaker panels for power,
   b. mounting points for equipment,
   c. interstitial cable routing.
2. The System shall be capable of avoiding interference between System's RF transmissions and RF transmissions of MTA's existing systems, including CBTC.

C. The FFC's major sub-systems are anticipated to include the following:

i. On-vehicle information and communications technology:

1. Sensor units on both ends of a train consist that could include cameras (visible and infrared), LIDAR, RADAR, others, and combinations thereof together;
2. Within the vehicle
   a. audio-visual in-cabin alert unit;
   b. computing systems, including processors and data storage;
   c. wireless telecommunications (e.g., Wi-Fi, cellular services).

ii. At OCC

1. control center graphical user interface;
2. control center workstation for system model feedback and system use;

iii. Remote data storage and processing:

3. cloud-based virtual environment.

D. Development Path

i. The Design-Builder shall develop and initially demonstrate the FFC in a controlled laboratory environment to validate system architecture, detection capabilities, response functionality, and human-system integration principles and design.

ii. Following successful laboratory demonstration, the FFC shall be installed on one (1) train car operating on one (1) train line within the MTA subway system - and subjected to:

1. controlled field trials and testing,

2. AI model development and training to evaluate performance, and growth in performance, under real-world conditions.

iii. The Design-Builder shall develop route-specific Master Sequence Data (MSD) files to identify the train's location along the train line.

iv. The Design Builder shall provide GPS and/or appropriate positioning and inertial navigation capability, including GPS-aided inertial navigation system (INS), where required.

v. The Design-Builder shall provide MTA with project-specific deliverables associated with the design, development, testing, and operation of the FFC prototype such as plans, design documents, analyses, test procedures and reports, and manuals.:

vi. At the conclusion of the Project, the Design-Builder shall remove the FFC equipment installed on the vehicle and at control centers.

4. Procurement Process

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:

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, 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 10.3.D of the RFQ.

Contract No. C32525
Project Overview

5. RFQ Availability

The RFQ documents will be made available to all prospective Respondents on or about October 30, 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/vendor 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 the MTA Vendor Portal at www.mymta.info/vendor, 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

MTA C&D will evaluate each SOQ based on the following pass/fail criteria:

i. **Completeness**: The SOQ conforms to the RFQ requirements.

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.

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, Personnel and Organization**: The demonstrated qualifications and experience of the proposed 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 development, design and demonstration and testing 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 demonstration and testing work of the Contract including unique issues, specific risks, and any AI/ML challenges associated with the Contract.

iii. **Prior Design-Build Experience**: The extent and depth of each Major Participant's experience with comparable projects involving systems integration, AI/ML development and deployment, and complex operational environments.

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. Objectives:

i. To identify the best responsible Respondent team, 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.

ii. To identify Respondents that include a Lead Contractor and Designer with:

1. project experience involving system integration of Artificial Intelligence/Machine Learning (AI/ML) analytics and surveillance in a multimodal environment with a preference for transit systems or comparably complex operational environments;

2. technical experience in intrusion and asset condition detection systems, predictive analysis of human behaviors, advanced surveillance platforms, real-time data processing, human-system integration and advanced user interface design, and/or integrated sensor networks;

3. experience in successfully managing, designing and delivering projects of the size, type, and/or complexity as reflected in the scope of Work and anticipated for the Project;

4. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work;

5. organizational capacity to perform the Work; and

6. qualified Personnel identified in accordance with Section 10.10 of the RFQ.

8. General Limitations on Respondent Team Membership

A. Subject to Section 9 herein, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Personnel:

i. no Major Participant, including its affiliates, may participate on more than one (1) Respondent;

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 Personnel on one Respondent team may serve any role on another Respondent team; and

iv. no individuals serving a 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 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. 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 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 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 engagement documented as an Organizational Change either under the terms of this RFQ or the equivalent terms of the RFP.

11. Enhanced Utilization Credit

This contract will include the opportunity to receive an Enhanced Utilization Credit, which is designed to 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-withus/opportunities-for-hubs/euci.