MTA Construction & Development

DATE: 11/24/2026

CONTRACT SOLICITATION NOTICE/PROJECT OVERVIEW

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

SSE EVENT: 0000566647	**OPENING/DUE DATE: 1/19/2027**
TYPE OF SOLICITATION: RFP	**DOCUMENT AVAILABILITY DATE: 11/24/2026**

SOLICITATION TITLE: Design-Build Services for Metro-North Railroad Harlem Line Stations Package A

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 design-build services under Contract MN300003 – Metro-North Railroad Harlem Line Stations Package A (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.

Special Instructions: This contract includes 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 Article 18.17 of the General Provisions clause and Paragraph 17 of the Information for Bidders and you can also visit https://www.mta.info/doing-business-with-us/opportunities-for-hubs/euci.

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

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

Est $ Range: $100M+ Contract Term: 1460 Calendar Days

PLEASE SEE ATTACHED PROJECT OVERVIEW FOR ADDITIONAL INFORMATION

(x) PRE-BID CONFERENCE LOCATION:	**DATE: 12/09/2026**	**TIME: 10:00 AM**
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 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. MN300003
Project Overview

1. Introduction to the Project

Contract MN300003 will provide station improvement work at five (5) MNR Harlem Line stations, ADA work at one (1) MNR Hudson Line Station, and the replacement of a truss bridge.

2. Contracting Methodology

Following the two-step solicitation process described in Section 1.3 of the RFQ, the Design-Build 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 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. 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 and Background

i. Project Description

The Work for Contract MN300003 is for design build services to design, construct and perform the work of the Contract, which includes the improvement of five (5) MNR Harlem Line stations (Crestwood, Scarsdale, Hartsdale, Pleasantville and Chappaqua), improvement of ADA accessibility at one (1) MNR Hudson Line station (Ludlow), and replacement of the Scarsdale Truss Bridge (designated as bridge “HA 19.35” and located at MP 19.35).

ii. Background Information

Harlem Line Stations Package A is a bundled project consisting of improvements to five Harlem Line stations, replacement of the Scarsdale Truss Bridge HA19.35, and installation of ADA-compliant ramps at Ludlow Station on the Hudson Line, all located in Westchester County. The Harlem Line stations include Crestwood, Scarsdale, Hartsdale, Pleasantville, and Chappaqua. Scarsdale, Hartsdale, Pleasantville, Chappaqua, and the Scarsdale Truss Bridge are listed on or eligible for listing in the National and/or State Registers of Historic Places. The Design-Builder will be required to coordinate with Westchester County and the affected municipalities regarding construction activities and staging at each project location.

iii. Project Scope of Work

The Work under this Contract includes:

Harlem Line Station Improvements - The Design-Builder shall perform the design and all construction work necessary to bring the (5) Harlem Line Stations (Crestwood, Scarsdale, Hartsdale, Pleasantville, and Chappaqua) to a state of good repair. The Design-Builder shall design and perform work which includes, but is not limited to:

a) replacement of platforms, piers, substructures, foundations and canopies;
b) replacement of stairs and ramps;
c) repairs to the overpass and overpass stairs;
d) replacement of existing elevators including corresponding machine rooms;
e) furnish and installation of customer service initiative elements (i.e. advertising screens, public address system, CCTV, help point system);
f) furnish and installation of new lighting, heaters, platform shelters, wayfinding signage, and platform amenities; and

g) installation and removal of temporary stairs, ramp, platform, or overpass to provide uninterrupted customer access to the stations.

Hudson Line ADA Improvements - The Design-Builder shall perform the design and all construction work necessary to provide passenger ADA access to the platform levels from Ludlow Street bridge. The Design-Builder shall design and perform work at Ludlow station which includes, but is not limited to:

a) removal of two existing staircases;
b) construction of two ADA compliant ramps;
c) modification of existing platform and canopy to receive ramps;
d) replacement of TVM shelter at bridge level; installation of lighting and signage for the ramps; and
e) installation of new wayfinding signage at the platforms.
f) The Work also includes installation and removal of a temporary staircase to the inbound platform to provide uninterrupted customer access to the Ludlow station.

Truss Bridge Replacement - The Design-Builder shall perform the design and all construction work necessary to replace a two-track electrified (third rail) truss bridge (designated as bridge "HA 19.35" and located at MP 19.35) on the Harlem Line in Scarsdale, NY. The Design-Builder shall design and build replacement bridge(s) that accommodate the existing two mainline tracks and maximize the existing MNR ROW available for a future third track. Replacement structure(s) shall include all bridge superstructures, substructures, foundations and retaining walls. These new bridge(s) shall comply with the design flood elevation, be ballasted deck, and provide standard walkways. The existing channel width at the existing abutments shall remain the same in the final configuration after bridge replacement, if required to avoid revision of flood plain maps. The Design-Builder shall design and perform work at the truss bridge which includes, but is not limited to:

a) Demolition – Dismantling and disposal of the existing HA 19.35 bridge;
b) Bridge Construction – Design and construction of new replacement bridge (or bridges) accommodating MNR Tracks 1 and 2;
c) Retaining Walls – Design and construction of new retaining walls (cut or fill) to accommodate any required track raises;
d) Track – Design proposed track horizontal alignments and vertical profiles required for the permanent replacement bridge(s) as well as all temporary alignments and profiles that may be required for interim conditions during construction;
e) Drainage Improvements – Modification of existing drainage structures as required to accommodate proposed bridge(s) and/or track(s);
f) Third-party Utilities – Temporary and permanent relocations of utilities necessary to perform the Work;
g) MNR Communications and Signals – Relocation of MNR C&S facilities required to perform the Work;
h) MNR Traction Power – Relocation of MNR Traction Power facilities required to perform the Work; and
i) Reprofiling and restoration of existing pedestrian trail as required to accommodate the proposed bridge(s).

4. Procurement Process

The procurement process for Contract MN300003 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 Design-Build 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(s) where the Work will be performed. Where track access is necessary, all attendees will be required to complete MTA MNR's Online Contractor Safety Training and must bring a printout of their online temporary certificate of completion or a valid Contractor Roadway Worker Card. The Shortlisted Respondents are responsible for ensuring that its designated attendees have completed MNR's Online Contractor Safety Training including, where necessary, scheduling attendance at track training classes sufficiently in advance of the Site Tour to ensure certification.

g. 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.

h. 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 the RFQ in accordance with the instructions for electronic submittals set forth in the RFQ.

5. RFQ Availability

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

Contract No. MN300003
Project Overview

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.

a. Threshold Evaluation Criteria

Each Respondent's SOQ will be evaluated on a pass/fail basis for compliance with the SOQ submittal requirements, including:

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 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, 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 Project.

i. Objective is to identify Respondents that include a Lead Contractor and Designer with:

A. 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;

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

C. organizational capacity to perform the Work; and

D. qualified Key Personnel and Value-Added Personnel identified in 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 Elevator Manufacturer(s), and Elevator Installer(s) with:

A. experience in successfully manufacturing and installing elevators in the quantities, with such performance and technical specifications, for such purposes, and in the environments similar to those reflected in the scope of Work and anticipated for the Project, including in active rail and transit stations;

B. experience in achieving expected levels of maintainability and life cycle performance and satisfaction of handback requirements in similar projects;

C. experience in and a record of providing long term original equipment manufacturer (“OEM”) and installation warranties, maintenance, and support to project owners;

D. technical and management experience and expertise to plan, organize and execute the relevant parts of the Work and assure the quality and safety of the Work; and

E. qualified key personnel with experience managing and performing work in the environments similar to those reflected in the scope of Work, including active rail and transit station environments.

8. General Limitations on Respondent Team Membership

a. Subject to the Limitations on Exclusivity set forth in Section 10 below, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel:

i. with the exception of the Elevator Manufacturer and Elevator Installer:

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

B. 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 of the RFQ

C. 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

D. no individuals serving a Key Personnel role on one (1) Respondent team may serve any role on another Respondent team.

a. Respondents and Major Participants that are not selected as a Shortlisted Respondent are not restricted under 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

a. 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.

b. Notwithstanding the foregoing restriction, a Respondent may include in its SOQ up to four (4) proposed Elevator Manufacturers and up to four (4) proposed Elevator Installers as alternatives. Such arrangements will be subject to restrictions in the RFQ.

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 Contract MN300003; and/or 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.

c. Elevator Installers, Elevator Manufacturers, or their Affiliates, which 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:

The engagement of an Elevator Installer, Elevator Manufacturer, 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.

d. If a Respondent elects to non-exclusively engage multiple Elevator Manufacturers or Elevator Installers, such Shortlisted Respondent or Proposer must finalize the engagement of one (1), but not more than one (1), of each entity and identify the selected entity in its Proposal.

11. Enhanced Utilization Credit

a. 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.