



**Contract No. BW-96/VN-12**  
**Design-Build Services for Power Redundancy and Resiliency Improvements at the Bronx-Whitestone Bridge (BWB) and Verrazzano-Narrows Bridge (VNB)**

## **Project Overview**

### **1. Introduction**

The Metropolitan Transportation Authority (“MTA”) and Triborough Bridge and Tunnel Authority (TBTA), acting by and through the MTA Construction and Development Company (“MTA C&D”), will be issuing a two-step Request for Proposals (“RFP”), to identify and engage a qualified Design-Builder for power redundancy and resiliency improvements at the BWB and VNB.

### **2. Contracting Methodology**

The Design-Build Contract will be awarded as a fixed lump sum price contract to the proposer 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, as well as cost and schedule, following the two-step solicitation process. This method of procurement is intended to encourage development of innovative designs, planning and logistics while also optimizing schedule and the sharing of risks related to the work.

### **3. Work Elements**

The Work under Contract BW-96/VN-12 is for Design-Build Services for power redundancy and resiliency improvements at the BWB and VNB.

### **4. Background Information**

a. The BWB is a suspension bridge which connects Ferry Point in the Bronx with the Whitestone and Malba sections of Queens. The suspended structure consists of a 2,300-foot main span and two side spans that are 735 feet in length. The anchorages and their foundations are massive, reinforced concrete structures which anchor the main cable and support the ends of the side spans and portions of the approaches. It carries I-678 over the upper East River near where it meets the Long Island Sound with three lanes of traffic in each direction separated by a steel median barrier. The orthotropic deck is supported by steel stringers and floorbeams tying into two stiffening girders. The elevated approaches are concrete decks supported by a stringer and floorbeam system on concrete piers.

b. The VNB is a suspension bridge that connects the boroughs of Staten Island and Brooklyn. It carries I-278 across the Narrows, a body of water linking Upper New York Bay with Lower New York Bay and the Atlantic Ocean. The Upper Level carries seven lanes of traffic and the Lower Level carries six lanes of traffic, with a 4,260-foot main span and two side spans that are each 1,215 feet in length. The anchorages and their foundations are massive, reinforced concrete structures which anchor the main cables and support the ends of the side spans and portions of the approaches.

### **5. Project Scope/Description**

The requirements of this Design-Build project include, but are not limited to, the following:

- a. Provide power resiliency and redundancy at the Bronx-Whitestone Bridge Facility.
- b. Provide flood mitigation measures at the Bronx-Whitestone Bridge Bronx Service Building and Bronx Lower Garage.
- c. Improve overall efficiency of BWB Bronx Service Building HVAC system and building envelope.

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- d. Replace SCADA and Power Monitoring System at Bronx-Whitestone Bridge and Verrazzano Narrows Bridge facilities. The SCADA and PMS shall be integrated to and hosted on the MTA Bridges and Tunnels DYNAC ATMS in accordance with MTA IT network and cyber security standards.
- e. Upgrade substation electrical distribution equipment at Bronx-Whitestone Bridge and Verrazzano Narrows Bridge facilities.
- f. Install a new 5 kV feeder across the bridge from the Bronx to Queens.
- g. Install a new fiberoptic cable system across the bridge from the Bronx to Queens.
- h. Ensure the safety of the traveling public and employees of the Design-Builder, its subcontractors and suppliers and MTA employees;
- i. Maximize the impact of the public investment by:
  - (i) Providing cost-effective solutions to extend the service life of the electrical infrastructure supporting the Bronx-Whitestone Bridge and Verrazzano Narrows Bridge Facilities;
  - (ii) Sequencing construction to minimize effects on vehicular traffic operations;
  - (iii) Reducing future maintenance requirements;
  - (iv) Minimizing effects on residential neighborhoods and business communities; and
  - (v) Minimizing impacts on the environment.
- j. Deliver the Project safely, on schedule and within budget.
- k. Ensure coordination with utility owners, third parties, the surrounding residential community, Project stakeholders and any adjacent construction projects.
- l. Ensure the Project is compliant with the Project's environmental requirements and conditions.

**6. Procurement Process**

The procurement process will consist of two steps: (i) the Request for Qualifications; and (ii) the Request for Proposals as described in further detail below.

- A. Pursuant to the Request for Qualifications ("RFQ"), MTA C&D will invite entities or groups of entities ("Respondents") interested in competing to perform the Work to submit Statements of Qualifications ("SOQ") that detail, among other things, their qualifications and preparedness to formally submit proposals for the Contracts.
- B. MTA C&D will evaluate all SOQs received in accordance with evaluation criteria set out in the RFQ. Based on the results of the evaluation, and at its discretion, MTA C&D then expects to select Respondents (the "Shortlisted Respondents") with the capability, capacity, and experience necessary to undertake and successfully complete the Work as design-builders, to participate in the second step of the process, the Request for Proposals ("RFP").
- C. The second step in the procurement process will involve inviting Shortlisted Respondents to respond to the RFP. Through the evaluation of the proposals submitted in response to the RFP, MTA C&D intends to ultimately select the Shortlisted Respondent(s) whose proposal(s), in MTA C&D's discretion, represents the best value to MTA C&D based on an evaluation of pricing and qualitative factors. While price will be a factor

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in the evaluation, design, technical approach and other qualitative factors will also be considered in determining best value. In particular, schedule will be a substantive determining element in awarding the Contract.

- D. The purpose of the RFP will be to allow MTA C&D to select the design-builder. The RFP will provide specific instructions on what to submit, the evaluation factors, the objectives and requirements for evaluation and the evaluation rating guidelines for the RFP step of the procurement.
- E. During Step 2, MTA C&D may offer a stipend to Shortlisted Respondents that submit proposals responsive to the RFP requirements but are not awarded a contract.
- F. MTA C&D will only consider questions submitted in writing by Proposers regarding this request for SOQs, including requests for clarification and requests to correct errors. Any questions must be submitted via email to the Procurement Representative identified in Page 1 of Contract Solicitation Notice/Project Overview.
- G. CONFLICT OF INTEREST / UNFAIR ADVANTAGE (COI/UA): MTA C&D will rely on the firms to self-identify and notify MTA C&D of a potential conflict of interest or unfair advantage. In general, firms that performed design-related work for a project, including preparation of an RFP, may not be allowed to compete as part of the design-build team for the same project. MTA C&D may make exceptions on a case-by-case basis. If uncertain about whether a conflict or unfair advantage exists, firms should request a determination from MTA C&D, prior to submittal of their SOQ, via email to the Procurement Representative identified in Page 1 of Contract Solicitation Notice/Project Overview.

**7. RFQ Availability**

The RFQ documents will be made available to all prospective Respondents on or about March 8, 2022. 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 follow the steps outlined in the attached Vendor Guide to Downloading Event Attachment.

**IMPORTANT:**

- 1) Vendors' contact information must be updated in the Supplier Portal in order to receive notifications regarding this solicitation.
- 2) New Vendors must register first, in order to log in the MTA Vendor Portal (in the steps below, after selecting Vendor Sign-in & Registration, select New Bidder Registration and follow the onscreen instructions).

**8. Evaluation of SOQs**

As will be described in more detail in the RFQ and as summarized above, SOQs will be evaluated to establish a shortlist of qualified Respondents to ensure adequate competition. MTA C&D will evaluate the ability of the Design-Builder to manage, design, construct and control the Project to provide a safe project and a quality outcome on or ahead of schedule for a reasonable price within the MTA C&D's project budget and select the proposal that will be most advantageous to the MTA C&D.

SOQ Evaluation factors (listed below in no particular order) shall include but not be limited to:

- i. Organization and Key Personnel
- ii. Past performance of the Proposed Team/Firms
- iii. Record of combined performance together as a Team on Design-Build projects

**9. Experience and Performance of Respondent Teams**

- A. During the RFQ process, MTA C&D will identify Respondents that include Design-Build team with:

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- i. experience in successfully managing, designing and constructing projects of similar size, type and complexity as described in this document;
  - ii. a record of completing contracts on time and within budget;
  - iii. technical and management experience and expertise to plan, organize and execute the design and construction and assure the quality and safety of the Work; and
  - iv. qualified key personnel with experience managing and performing work on bridge rehabilitation, including without limitation, project managers, construction managers, design consultants, safety managers and schedulers.
- B. The background and experience for the Design-Build teams are expected to be as follows:
- i. significant bridge rehabilitation experience.
  - ii. experience within the last five (5) years of successfully performing as a prime or general contractor or lead designer on multiple construction projects of size, type and complexity similar to the Contracts, which will each be in excess of \$30 million;
  - iii. experienced in all aspects of the Project including but not limited to the structural and civil discipline.
  - iv. sufficient organizational structure, management resources, equipment and labor, including an appropriate construction/design management team to be assigned to the Contract(s), to assure MTA C&D that the Contract(s) will be properly coordinated and managed and will be completed on schedule.

**10. General Limitations on Respondent Team Membership**

- A. Subject to the Limitations on Exclusivity set forth in Section 11 below as it applies to Lead Designers, and in addition to any other restriction or qualification on Respondent team membership and on the inclusion of Major Participants and Key Personnel (as defined in the RFQ) set forth in the RFQ:
- i. no Major Participant may participate on more than one Respondent team;
  - ii. no Affiliate of any Major Participant may participate on another Respondent's team;
  - iii. Affiliated entities may not be on separate Respondent teams;
  - iv. no individuals serving a Key Personnel role on one Respondent team may serve any role on another Respondent team; and
  - v. 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.
- B. Once the list of Shortlisted Respondents is made public, the members of an unsuccessful Respondent team that was not shortlisted (including Major Participants thereof) will not be prohibited from participating as a team member of a Shortlisted Respondent solely on the basis of having been a member of an unsuccessful Respondent team.

**11. Proposed Engagements with Duplicate Major Participants**

- 1. Each Respondent may only identify and propose a single entity for each category of Major Participant in its SOQ, for which purposes a Joint Venture will be considered to be a single entity.
- 2. Notwithstanding the foregoing restriction, a Respondent may include in its SOQ two (2) proposed Designers as alternatives, subject to the restrictions set forth in Section 12.B below.

**12. Limitations on Exclusivity**

- A. Lead Designers or their Affiliates that are also providing design services may participate on more than one Respondent team, including as Major Participants, provided that any engagement of such an entity by two or

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more Respondent teams, including the engagement of such entities' personnel as Key Personnel, will 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 on any such entities and their personnel from sharing information (or being asked by a Respondent team to share information) regarding this procurement and Contract between or among Respondent teams. In furtherance of this allowance, Respondents may not engage any Designer on an exclusive basis.

- B. Respondents may not engage any Lead Designer, or any of its Affiliates that also provides design services, on an exclusive basis.
- C. Notwithstanding the foregoing, in no event may any individual employed by a Lead Designer or Affiliate hold a role, including as Key Personnel, on more than one Respondent team during the RFP process.