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LEGAL NOTICE
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
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**Re-advertised Public Announcement of Request for Letters of Interest (RFLOI)
for Design Build Services for the MBTA Critical Communications Implementation & P25 Plan
for Transit Police – Rail & Bus (CCTRB) Project
MBTA Contract No. C90CN01**

The Massachusetts Bay Transportation Authority (the "MBTA") hereby solicits Letters of Interest (LOI) from firms or teams (the "Design Build Entities") interested in providing Design Build (DB) services for the Critical Communications Implementation & P25 Plan for Transit Police – Rail & Bus Project (the "Project") located in the greater Boston, Massachusetts, metropolitan area under MBTA Contract No. C90CN01. The MBTA previously advertised this RFLOI on July 15, 2021 and is re-advertising this RFLOI and will issue a renewed Request for Qualifications (RFQ) in accordance with Mass. Gen. Laws ch.149A §17(f).

The Project is being procured using a two-phase best-value DB procurement process pursuant to Mass. Gen. Laws ch.149A §§14-21 and the Design Build Procurement Procedures the MBTA has adopted pursuant to Mass. Gen. Laws ch. 149A §16 (the "Procedures").

The MBTA intends to enter into a DB contract with the best-value Design Build Entity identified through a two-phase selection process including an RFQ with a subsequent Request for Proposals (RFP). The RFQ will be utilized to identify qualified Design Build Entities to submit a proposal pursuant to Section 19 of Mass. Gen. Laws ch. 149A. The best-value selection criteria detail will be provided in the RFP. Respondents to this RFLOI will receive future notifications of the RFQ's availability and its amendments.

Criteria for qualification are expected to include, in no particular order, key personnel and relevant team member experience for projects of similar scope and complexity; safety record; financial capability; bonding capacity; legal; past performance; experience in implementing Federal Transit Administration (FTA) Civil Rights provisions, including, Equal Employment Opportunity (EEO), Disadvantaged Business Enterprise Program (DBE), Labor Work Force, and Title VI; and other criteria deemed appropriate for evaluation and short-listing of those deemed advantageous to receive a RFP. Complete instructions for the submission of the Statement of Qualifications (SOQs) shall be set forth in the RFQ.

The requirements for demonstrating the ability to meet the limits will be specified in the RFQ. The limits may be met by aggregating the respective qualifications of the key participants in the Project, either as a major participant in the Design Build Entity or as a Key Subcontractor.

The DBE participation goal is 12% of the combined design and construction work to be performed under the DB contract. Design Build Entities shall ensure that in any contract entered into pursuant to this solicitation, minority and female consultant firms and construction contractors will be afforded full opportunity to submit proposals and will not be discriminated against on the grounds of race, color, religion, sex, age, or national origin in consideration for award. Design Build Entities will also be required to comply with FTA Civil Rights Provisions, including, EEO, DBE, Labor Work Force, and Title VI. Federal funds will be used for this project and FTA requirements will apply.

The RFQ and its addenda will only be issued electronically on the MBTA solicitation website to those firms who have submitted an LOI. The MBTA expects to respond to all LOI submissions with an RFQ by **January 10, 2022**. The MBTA plans to award the DB contract in **summer of 2022** with installation substantially completed in **2025**.

Project Description: This Project addresses the portion of the expansion and modernization related to the Critical Communications Implementation & P25 Plan for Transit Police – Rail & Bus (CCTRB).

The fundamental Project requirement is to design and upgrade the MBTA's existing radio system to APCO P25 Phase 2 and build a robust, reliable radio system that will provide effective communications for all MBTA system users within the specified coverage area (i.e., radio above and below ground). The existing EDACS radio will be replaced with an integrated, state-of-the-art wide area Land Mobile Radio-based voice and data network for system-wide use throughout the existing route 128 belt, as well as expanded out to the I-495 areas north, south, and west. The new system will utilize Project 25 Phase 2 trunked technology for voice and data communications. The CAD/AVL system and coverage will remain as existing.

The MBTA maintains a tunnel radio communications system for underground areas of the MBTA system. These underground areas include rail tunnels, underground busways, underground station platforms, mezzanines, walkways, hallways, equipment rooms, and other underground areas patrolled by the MBTA Transit Police. These underground areas present challenges for the transmission of radio signals because of losses through the materials of construction, signal interference, and dead spots in geometrically complex areas, among other factors.

This Project will improve the capacity, range, and efficiency of the tunnel radio communications system. The improved system will provide over 1,200 trunked talkgroups, as well as a signal level of -90 Dbm or better within any vehicle in a tunnel, and will have a coverage probability of 90% at any point in the system. The signal levels and coverage will require extensive testing and verification.

The existing tunnel radio communications system is based around a head end master distribution center located at the MBTA Operations Control Center. The head end master distribution center is the source of transmissions throughout the system, and is connected by continuous cable to bi-directional amplifier sites distributed throughout the underground system. The bi-directional amplifiers boost radio signals for transmission over a local distributed antenna system, allowing for radio signal coverage over the geographical expanse of the MBTA underground system. The tunnel

radio system is a trunked system – the channel selection process is carried out automatically and channels can be shared by a large number of users without interference.

The Project will also include one or more options, to be exercised by the MBTA in its sole discretion, for the Design Build Entity to provide up to an additional 1,500 mobile radios for the MBTA's use throughout the system. The MBTA will provide additional detail on the requirements of this option in the RFP.

Services to be Provided by the Design Build Entity: The Design Build Entity will be responsible for performing all the DB services, including, but not limited to, the following:

- Completing design of the system;
- Obtaining and complying with permits;
- Selecting and procuring all materials and equipment/services;
- Completing installation and testing;
- Complying with all applicable regulatory and environmental requirements;
- Managing the Project and administration, billing/invoicing, scheduling, and quality management services
- Complying with insurance programs, including railroad protective insurance;
- Certifying design and construction safety;
- Providing site and construction safety and security, including safety of on-track activities and personnel;
- Providing of as-built documentation and records; and
- Providing a warranty.

Project Funding: The Project is funded with federal funds. The contract value is estimated at approximately \$55,000,000.

Submittal: One electronic copy of an LOI from Design Build Entities or firms interested in receiving a notice of the availability of the RFQ should be received by the MBTA **at or before 2:00 pm on January 7, 2022**. All responses must be submitted via E-mail to **C90CN01@mbta.com** with the subject line labeled "Letter of Interest – Critical Communications Implementation & P25 Plan for Transit Police – Rail & Bus (CCTRB) Project." LOIs will be accepted up to the date the SOQs in response to the RFQ are required to be submitted. In order to receive an RFQ, an LOI must have been submitted. **Respondents that previously submitted an LOI in response to the RFLOI advertised on July 15, 2021 are not required to resubmit an LOI under this re-advertisement to receive the RFQ.**

LOIs must provide a mailing address, telephone number, and E-mail address for each Design Build Entity's designated primary contact in order to ensure that a notice of the RFQ's availability will be

received by the interested Design Build Entity. Design Build Entities are advised to provide an E-mail address for a secondary contact, in case the primary contact is inaccessible.

This is not an RFQ or RFP. The MBTA reserves the right to reject any and all submissions, to waive informalities, to advertise for new LOIs or proceed to do the work otherwise, or to cancel this procurement, as may be deemed in the best interest of the MBTA.

Project documentation is available on the MBTA website. Interested firms should check the MBTA website periodically as updated Project information will be posted on a regular basis. In order to receive the most up-to-date information relating to the Critical Communications Implementation & P25 Plan for Transit Police – Rail & Bus DB procurement, the MBTA encourages interested firms to periodically visit the MBTA website: http://bc.mbta.com/business_center/bidding_solicitations/current_solicitations/.

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