

LEGAL NOTICE
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
10 PARK PLAZA
BOSTON, MASSACHUSETTS 02116

**Public Announcement of Request for Letters of Interest (RFLOI)
for Design Build Services for the MBTA Commuter Rail Fiber Optic
Resiliency Project (Package 1)
MBTA Contract No. L70CN01 – Re-Advertisement**

The Massachusetts Bay Transportation Authority (the "MBTA") hereby solicits Letters of Interest (LOIs) from firms or teams (the "Design Build Entities") interested in providing Design-Build (DB) services for the Commuter Rail Fiber Optic Resiliency Project (the "Project") located within the MBTA Commuter Rail system in Massachusetts under MBTA Contract No. L70CN01 (Package 1). The Project is being procured using a two-phase best-value DB procurement process pursuant to MGL c.149A §§14-21 and the Design-Build Procurement Procedures the MBTA has adopted pursuant to MGL c. 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 a Request for Qualifications (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 M.G.L. c. 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, relevant team experience for projects of similar scope and complexity, safety record, experience in implementing FTA Civil Rights provisions including EEO, Disadvantaged Business Enterprise Program (DBE), Labor Work Force, and Title VI, financial capability, bonding capacity, legal and past performance, and other criteria deemed appropriate for evaluation, and short-listing of those deemed most qualified to receive an RFP. Complete instructions for the submission of the Statement of Qualifications (SOQs) shall be set forth in the RFQ.

A Design Build Entity will be required to meet the following minimum single project limits:

- Class 1: General Transit Construction - \$35 million
- Class 5: Electrical - \$25 million
- Class 6A2: Railroad Signals & Communications - \$15 million

The requirements for showing 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 20% of the design services and 20% for the construction portions of the work to be performed under the DB contract. Design Build Entities shall affirmatively ensure that in regard to 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. It is anticipated that federal funds may be used for this project and that 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 in April

2022. The MBTA plans to award the DB contract in Q3 of 2022 with construction substantially completed by Q4 of 2024.

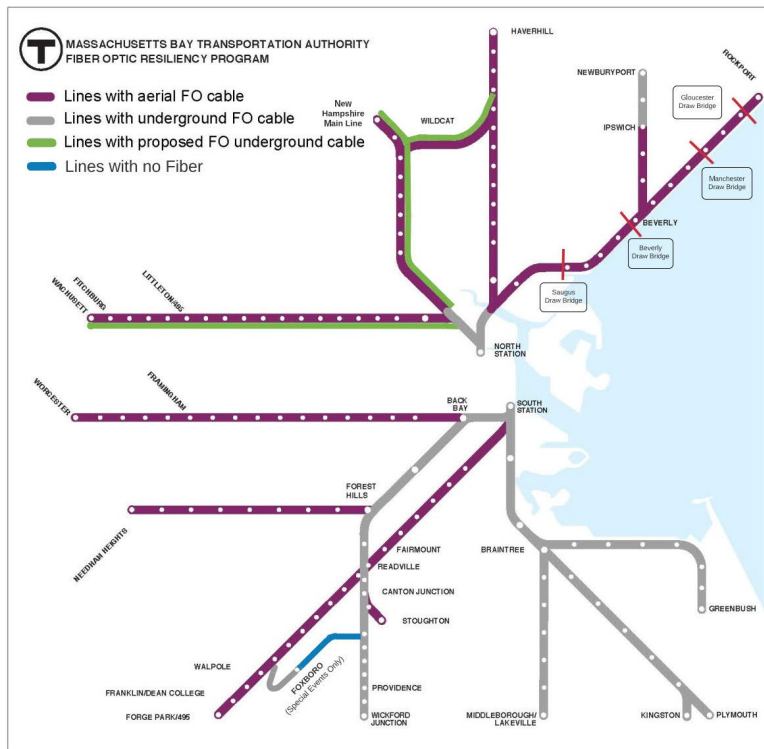
Project Description: The Project is comprised of design, installation and testing of new fiber optic resiliency systems on the New Hampshire Main Line, Fitchburg Main Line, and Wildcat commuter rail lines (approximately 80 route miles of active railroad). The new fiber optic system will incorporate one 96-strand cable on each line for MBTA’s exclusive use for vital systems, with an option for one 288-strand cable on each line for MBTA to lease to commercial entities in the future.

To support the fiber cables, a total of three (3) 1.5” innerducts will be plowed along the right-of-way for MBTA’s exclusive use, with an option for three (3) 2.0” innerducts for commercial use. Where plowing is not possible, such as at grade crossings, bridges, other locations with existing MBTA or third party infrastructure, or where there are obstructions, duct or conduit will be installed by hand digging, directional boring, or direct installation as applicable.

MBTA vital systems fiber will be extended to existing MBTA signal bungalows. Commercial fiber will be extended and coiled to access points at passenger stations and elsewhere as identified during preliminary engineering. Handholes and manholes will be provided as necessary. The table below provides a summary of the extent of fiber installation planned for the applicable MBTA rail lines.

Table – 1 Breakdown of Lines in Package 1

LINE	BEGINNING MP	DESCRIPTION	ENDING MP	DESCRIPTION	APPROX. LENGTH (MILES)
NEW HAMPSHIRE MAIN LINE	1.57	MYSTIC	24.9	CPF-BY	23.33
WILDCAT	15.2	WILMINGTON INTERLOCKING	18.2	CPW-WJ (JUNCTION)	3
FITCHBURG MAIN LINE	1.4	SWIFT INTERLOCKING	55.3	CPF-335	53.9



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:

- Completing final design
- Obtaining and complying with permits
- Selecting and procuring all materials and construction equipment/services
- Complete installation and testing
- Compliance with regulatory and environmental requirements, including Federal Railroad Administration requirements
- Project management, administration, billing/invoicing, scheduling and quality management services
- Insurance programs, including railroad protective insurance
- Design and construction safety certification
- Site and construction safety and security, including safety of on-track activities and personnel
- Provision of as-built documentation and records
- Warranty

Project Funding: The Project is funded with state funds and may in the future include federal funds. The contract value is estimated at approximately \$65,000,000, with one more commercial scope options totaling approximately \$22,000,000.

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 Thursday, April 14, 2022**. All responses must be submitted via email to L70CN01@mbta.com with the subject line labeled "Letter of Interest – Commuter Rail Fiber Optic Resiliency Project". LOIs will be

accepted up to the date the RFQ is required to be submitted. In order to receive an RFQ, an LOI must have been submitted.

LOIs must provide a mailing address, telephone number, and email 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 email 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 Commuter Rail Fiber Optic Resiliency Project Design Build procurement, the MBTA encourages interested firms to periodically visit the MBTA website: http://bc.mbta.com/business_center/bidding_solicitations/current_solicitations/.

Massachusetts Bay Transportation Authority

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