Agenda Item 10-A
Action Item

To: Chair Cristol and the VRE Operations Board
From: Doug Allen
Date: January 18, 2019
Re: Authorization to Issue a GEC VII Task Order for Design Services for Alexandria Station Improvements

Recommendation:
The VRE Operations Board is asked to authorize the Chief Executive Officer to issue a GEC VII Task Order to HDR Engineering, Inc. for Design Services: Alexandria Station Improvements in the amount of $812,000, plus a 10% contingency of $81,200, for a total not to exceed $893,200.

Summary:
The Alexandria Station Improvements project will remove the existing at-grade pedestrian crossing of two tracks and construct major renovations of platforms to provide ADA-compliant access to both the station (west) platform and the center (east) platform. The scope of services for this task order covers the design of these improvements.

Background:
Alexandria Union Station, which serves both VRE and Amtrak trains, requires significant investment to improve passenger safety and accessibility as well as operational flexibility. VRE has three primary objectives at Alexandria: 1) eliminate the existing at-grade crossing while ensuring safe and ADA-compliant access to the center platform; 2) modify both the center and station platform heights to achieve FRA- and CSXT-required clearances, meet
ADA requirements, and eliminate the need for step boxes; and 3) allow passenger trains to serve the station on any of three tracks.

The original Alexandria Station Pedestrian Tunnel project planned to achieve the objective of eliminating the at-grade pedestrian crossing by constructing a new pedestrian tunnel underneath the rail right-of-way, parallel to the existing century-old tunnel. This new tunnel would also have connected to an existing knockout panel in the King Street Metrorail station, providing a secondary benefit by shortening the walk distance between the two stations by approximately 300 feet.

After a detailed review of alternative concepts and consultation with stakeholders, VRE has rescoped its efforts at the station, and the project is now known as the Alexandria Station Improvements project. Instead of constructing a new tunnel, the existing tunnel – which is structurally sound and meets ADA requirements – will be retrofitted with elevators at each end. A modified concept for the center platform has also been designed that better addresses the varying track bed heights. The three primary objectives noted above will still be met in full, and a future pedestrian connection to Metrorail will not be precluded.

The most significant challenge associated with constructing a new tunnel is the requirement to keep three tracks in service at all times, which then requires the construction of a fourth track as part of the effort. VRE believes it is better to move ahead with the rescoped project to achieve the primary objectives, and then revisit the options for a tunnel connection to Metrorail in conjunction with the Atlantic Gateway AF-to-RO fourth track project.

The Scope of Services for this task order includes design of two new elevators to access the existing pedestrian tunnel, from the station platform and the center platform; reconstruction of the center platform to improve compliance with ADA requirements and to widen it to the east to improve passenger access to trains on Track 1; and modifications to the station platform to improve compliance with ADA requirements.

In July 2015, the VRE Operations Board authorized execution of contracts with prime and alternate GEC-VII consultants for a series of seven task areas to provide on-call engineering and construction support services. STV Incorporated (STV) was awarded the prime consultant contract under GEC-VII for Program Area C – Design Services: Passenger Facilities, and HDR Engineering, Inc. (HDR) was awarded the alternate consultant contract. STV was presented a request for proposal for this Task Order and respectfully declined to submit a proposal due to their existing regional commitments to VRE. HDR, as the alternate, was then requested to offer a proposal for GEC VII: Task Order 41.

HDR Inc. has presented a proposal to perform these services in the amount of $812,000. VRE staff has compared the proposal to the independent cost estimate and deems the cost to be fair and reasonable based on the level of effort required to perform the services. A cost/price analysis has been prepared and is included in the contract file.
**Fiscal Impact:**

VRE’s planning and design efforts to date for the Alexandria Station have primarily been supported by FHWA Section 130 (Railway-Highway Crossings Program) funds received through a Locally Administered Project (LAP) grant with VDOT. VDOT has recently indicated it wishes to transition the administration of the remaining Section 130 funds over to DRPT. DRPT currently intends to consolidate the remaining Section 130 funds with the SMART SCALE funding VRE has been allocated for Alexandria Station (as one component of the broader Fredericksburg Line Capacity Expansion project) into a single grant agreement. The GEC design task order will ultimately be funded under this new grant agreement, and DRPT has committed to ensuring there are no gaps in funding eligibility as the transition occurs.

VRE was also allocated $1.3 million of funding from the Northern Virginia Transportation Authority (NVTA) specifically for the pedestrian tunnel connection to the King Street Metrorail Station. Given the rescoping of the project described above, VRE and NVTA staff have jointly agreed the Standard Project Agreement (SPA) that was executed for that funding should be terminated. VRE is in the process of finalizing the termination of the SPA and will refund to NVTA the small amount of funding already received under the SPA.
Virginia Railway Express
Operations Board

Resolution
10A-01-2019

Authorization to Issue a GEC-VII Task Order for Design Services for Alexandria Station Improvements

WHEREAS, an Alexandria Pedestrian Tunnel Project, which included construction of a new tunnel parallel to the existing tunnel, as well as other improvements, had been pursued by VRE and it has been rescoped and renamed; and,

WHEREAS, given the rescoping of the project described above, VRE and Northern Virginia Transportation Authority staff have jointly agreed the Standard Project Agreement that was executed for $1.3 million in funding specifically for the pedestrian tunnel connection to the King Street Metrorail Station should be terminated; and,

WHEREAS, the Alexandria Station Improvements will be designed and built to eliminate the at-grade crossing between the station platform and the center platform, improve passenger access to Track 1 and provide ADA compliant access on the platforms; and,

WHEREAS, design of the Alexandria Station Improvements will be undertaken to provide two (2) new elevators; and widen the center platform to improve passenger access to trains on Track 1, all while maintaining train operations on all tracks with minimal disruption; and,

WHEREAS, consultant design services are necessary to advance the project towards construction; and,

WHEREAS, the VRE Operations Board authorized execution of the General Engineering Consulting Services contracts (GEC VII) in July 2015 and HDR Engineering, Inc. was subsequently awarded the alternate consultant contract for Program Area C – Design Services: Passenger Facilities; and,

WHEREAS, HDR Engineering, Inc. has presented an acceptable proposal to perform said services;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a GEC VII Task Order to HDR Engineering, Inc. for Design Services for the Alexandria Station Improvements in the amount of $812,000, plus a 10% contingency of $81,200, for a total not to exceed $893,200; and,
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BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to terminate the Northern Virginia Transportation Authority Standard Project Agreement for $1.3 million for a pedestrian tunnel connection to the King Street Metrorail Station.

Approved this 18th day of January 2019

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Katie Cristol
Chairman

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John Cook
Secretary