Agenda Item 8-B
Consent Item

To: Chair Cristol and the VRE Operations Board
From: Doug Allen
Date: March 15, 2019
Re: Authorization to Issue a Request for Proposals for Engineering and Environmental Services for VRE Crystal City Station Improvements

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to issue a Request for Proposals (RFP) for Engineering and Environmental Services for VRE Crystal City Station Improvements.

Summary:

VRE would like to issue a Request for Proposals (RFP) for Engineering and Environmental Services. Task A of the RFP will be to prepare preliminary engineering plans and National Environmental Policy Act (NEPA) documentation for the proposed VRE Crystal City Station improvements. Preparation of final engineering plans and the provision of limited construction administration services will also be included in the RFP as Optional Task B, to be exercised pending funding availability and with the authorization of the Operations Board.

Background:

The VRE Crystal City station is one of the busiest in the system. However, the existing platform is only the length of about four railcars (400 feet) and serves one track. VRE trains currently have up to eight cars, and some trains will be extended to ten cars in the future. A
reconfigured station with an island platform approximately 850 feet in length served by two tracks would remove an operational bottleneck, expand train capacity, and improve convenience, safety, and reliability for VRE riders. Two grade-separated access points will be provided between the platform and Crystal Drive. The project will also enhance local and regional connectivity by optimizing multimodal access, especially to Metrorail, Crystal City-Potomac Yard Transitway, local buses and shuttles, and bicycle and pedestrian facilities.

The previous phase of the project funded by the Northern Virginia Transportation Authority identified a preferred station location about a quarter of a mile south of the existing station. On September 19, 2017, the Arlington County Board accepted this location as VRE’s preferred station location to advance into the next phase of project development. On October 20, 2017, the VRE Operations Board approved this location as the preferred station location to conduct more detailed design and evaluation. A concept design was developed for the new station and shared with project stakeholders, VRE riders, and the public.

The scope of work for the RFP includes Task A to advance the current concept design and develop preliminary engineering plans for the preferred station location. Task A also includes preparation of NEPA-compliant documentation to identify, and mitigate as necessary, the potential impacts of the proposed station improvements. A categorical exclusion (CE) is the expected NEPA class of action. The preparation of final engineering plans and provision of limited construction administration services will be included in the RFP as Optional Task B, to be exercised pending funding availability and with the authorization of the Operations Board.

The station design will be closely coordinated with a future fourth track currently under design by the Virginia Department of Rail and Public Transportation’s DC to Richmond VA (DC2RVA) project as well as the proposed pedestrian connection between Crystal City and Reagan National Airport (CC2DCA).

In accordance with Section 2.2-4303 of the Virginia Public Procurement Act, these services must be procured through an RFP because they include Professional Services. Upon completion of evaluation of proposals, negotiations are conducted with the highest ranked firm deemed to be fully qualified and best suited among those submitting Proposals, based on the factors specified in the evaluation criteria. Price is not a criterion for evaluation of proposals for Professional Services. After receipt of the best and final offer from the top-ranked firm, a cost analysis is performed to compare the proposed cost with the independent cost estimate to determine the proposed cost is fair and reasonable.

Upon receipt and evaluation of the proposals, staff will return to the Operations Board to request authorization to award the contract for Task A, preliminary engineering and NEPA documentation. Staff will again return to the Operations Board upon completion of Task A, pending funding availability, to exercise Optional Task B for final design and limited construction administration services.
Fiscal Impact:

Funding to complete preliminary engineering and NEPA documentation is provided by a grant from the Commonwealth’s Rail Enhancement Fund (REF). Funding to complete the final engineering design and limited construction administration tasks of the project have been approved for FY 2020 in the NVTA’s Six-Year program.
Virginia Railway Express
Operations Board

Resolution
8B-03-2019

Authorization to Issue a Request for Proposals for Engineering and Environmental Services for VRE Crystal City Station Improvements

WHEREAS, the VRE Crystal City Station is one of the busiest in the system and has one of the shortest platforms; and,

WHEREAS, a longer island platform with grade-separated access would remove an operational bottleneck, expand train capacity, and improve convenience, safety, and reliability for VRE riders; and,

WHEREAS, a concept design was developed for an expanded station at a new location south of the existing station; and,

WHEREAS, the VRE Operations Board approved this location as the preferred station location to conduct more detailed design and evaluation;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby acknowledge that competitive negotiation is required in accordance with the Virginia Public Procurement Act; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for Engineering and Environmental Services for VRE Crystal City Station Improvements.

Approved this 15th day of March 2019

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Katie Cristol
Chair

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John Cook
Secretary