



REQUEST FOR PROPOSALS (RFP) No. 025-014

CONSTRUCTION MANAGEMENT SERVICES FOR CONSTRUCTION OF VRE BROAD RUN EXPANSION

QUESTIONS AND ANSWERS

Below are questions VRE received as of October 6, 2025, at 4:00 P.M. EST, with responses. Whenever possible, questions are presented as originally asked. Otherwise, the questions or inquiries are presented to capture the main thrust or idea.

PART XII – ATTACHMENTS

Question #1: Attachment B: “Representations, Certifications and Other Statements of Bidders/Offerors”

On page 15 (Attachment G, Disadvantaged Business Enterprise Statement), it is noted that VRE established a DBE goal of 14.7% for FY 2022–2024. Could you please confirm whether this percentage applies to the current project?

Response #1: See Addendum No. 1.

Question #2: What is VRE’s position on the U.S. Department of Transportation’s new Disadvantaged Business Enterprise (DBE) requirements?

Response #2: VRE is currently reviewing the recent U.S. Department of Transportation Interim Final Rule regarding Disadvantaged Business Enterprise (DBE) requirements. Any updates or changes to our approach will be communicated as applicable. In the meantime, the language and requirements outlined in the current RFP remain in effect.

Question #3: Will the Contractor obtained under be responsible for any signaling work that requires signaling oversight?

Response #3: Norfolk Southern (NS) continues to dispatch the mainline on behalf of the Virginia Passenger Rail Authority (VPRA) which is VRE’s new host railroad on the VRE Manassas Line. Therefore, it should be assumed that NS would perform the signal work for the new yard lead track tie in. The CM team will provide oversight on behalf of VRE for any work performed for the

project by the general contractor or outside stakeholders such as the host railroad or utility providers.

Question #4: Will the Construction Management (CM) contract be required to perform flagging services for VRE and/or pay the costs associated with Norfolk Southern (NS) flagging?

Response #4: No. Obtaining approved flagging protection will be the responsibility of the General Contractor.

Question #5:

- a. What is the DBE Goal for this project?
- b. Considering VDOT's current position on DBE program, does that affect VRE's DBE program?

Response #5:

- a. VRE has established a goal of 14.7% for the utilization of Disadvantaged Business Enterprises (DBEs).
- b. VRE is currently reviewing the recent U.S. Department of Transportation Interim Final Rule regarding Disadvantaged Business Enterprise (DBE) requirements. Any updates or changes to our approach will be communicated as applicable. In the meantime, the language and requirements outlined in the current RFP remain in effect.

PART VI – EVALUATION PROCESS AND CRITERIA

Question #6: Section VI.04. Criteria No. 1.f – Identify three (3) project on which comparable work has been done by Prime Contractor and each Subcontractor.

- a. Can you please clarify if this means we are to submit 3 project for our team, or 3 project for each firm on our team?
- b. If we are to submit 3 projects per firm on our team, depending on the size of the team, the 20 pages allowed in this section may all need to be used to show projects. Can the number of pages allowed in this section be increased?

Response #6:

- a. Offerors shall identify 3 projects per firm (Prime Contractor and each Subcontractor).
- b. No, the page limit will remain as stated in the RFP and will not be adjusted.

Question #7: If we do not use the maximum pages allowed in one of the evaluation criteria sections, can we use the extra pages in another section? For example, if we only used 2 pages for Criteria No 5 workplace safety and security plan, can we use the extra three pages in Criteria No.4 Project Management Plan and Quality Control, allowing us an 8 page maximum.



Response #7: No. The page limits specified for each evaluation criterion are fixed and cannot be reallocated/shifted between sections. Exceeding the page limit for any one criterion—even if another section is under the limit—would be considered non-compliant with the submission requirements.

MISCELLANEOUS

Question #8: Are special inspection services done by the CM Team or the contractor?

Response #8: Per the Special Provisions, the CM Team is responsible for all required Prince William County and City of Manassas special inspections. All required special inspections shall be performed in accordance with the most recent Prince William County and/or City of Manassas Special Inspections Program.

Question #9: Will there be office space for the CM Team or a trailer needs to be onsite?

Response #9: There is no office space available for the Construction Management (CM) team at Broad Run. As such, it will be the general contractor's responsibility to provide suitable space for the CM team, as well as any temporary facilities needed for VRE staff during construction.

END OF QUESTION AND ANSWERS

