



REQUEST FOR LETTERS OF INTEREST

Long Bridge Project/North Package

Issue Date: November 17 2022
Submittal Due Date: December 31, 2022

*****NOTICE*****

Firms interested in proposing to design and construct the North Package of the Long Bridge Project are asked to submit a Letter of Interest (LOI) in response to this request. A response is NOT required to be eligible to participate as an offeror in either the North or the South Package procurement.

LOIs must conform with the requirements of this Request for Letters of Interest and be transmitted electronically to VPRA's Director of Procurement on or before the above-referenced Submittal Due Date.

Questions regarding this Request for Letters of Interest may be addressed to the Director of Procurement, john.kostyniuk@vpra.virginia.gov.

A. BACKGROUND

The Virginia Passenger Rail Authority (VPRRA), a body corporate and political subdivision of the Commonwealth of Virginia, is issuing this Request for Letters of Interest from contractors interested in submitting proposals on the North Package of the Long Bridge Project (North Package). The objective of this Request for Letters of Interest is to evaluate industry interest, capacity, and availability for this procurement, which will be posted in the Spring of 2023.¹

Pursuant to its enabling legislation, VPRRA administers all capital expansion projects, infrastructure, and land acquisitions related to the Transforming Rail in Virginia Program (TRVP), which will double Amtrak state-supported service and increase Virginia Railway Express (VRE) service in Virginia over the next decade. VPRRA undertakes its procurements in accordance with the VPRRA Procurement Rules dated May 23, 2022.² This procurement will not be subject to the Virginia Public Procurement Act (Va. Code § 2.2-4300 *et seq.*) or any of its companion acts (e.g., Chapter 43.1 of Title 2 of the Code of Virginia, “Construction Management and Design-Build Contracting”).

The North Package, a major component of the TRVP, will be delivered using a two-step procurement of the progressive design-build project delivery method.³

It is anticipated that the North Package procurement will be receiving USDOT financial assistance in the form of a grant from the Federal Transit Administration (FTA). As a condition of such funding, the progressive design-build contract will be subject to all applicable federal laws, regulations, and guidance as well as required FTA terms. In accordance with 49 CFR Part 26, a Disadvantaged Business Enterprise (DBE) contract goal will also be included within the solicitation.

B. LONG BRIDGE PROJECT OVERVIEW

The Long Bridge Project (the “Project”) is a 1.8-mile railroad corridor between, but excluding, Rosslyn (RO) interlocking near Long Bridge Park in Arlington, Virginia and L’Enfant (LE) Interlocking near 10th Street SW in the District of Columbia. The Project will provide additional long-term railroad capacity and improve the reliability of railroad service through the Long Bridge corridor by providing four tracks throughout the Project limits. The eastern pair of tracks will be primarily for freight rail and the western pair will be primarily for passenger rail, though all four tracks will be designed for full interoperability should the need arise.

At the southern end of the Project in Virginia, a new two-track railroad bridge will be constructed over the George Washington Memorial Parkway (GW Parkway), Mount Vernon Trail (MVT), Potomac River, and Ohio Drive SW (West) while retaining the existing GW Parkway Bridge and

¹ For the sake of clarity, VPRRA will not be awarding a contract based on a Letter of Interest.

² Pursuant to its enabling legislation (Va. Code § 33.2-287 *et seq.*), VPRRA is expressly exempt from the Virginia Public Procurement Act.

³ VPRRA will be conducting an informational session regarding its progressive design build procurement method in advance of the release of the solicitation for the North Package.

Long Bridge⁴. After crossing the Potomac River and Ohio Drive SW (West), the Project will continue through East and West Potomac Parks (EWPP), crossing over the portal to the Washington Metropolitan Area Transit Authority (WMATA) Yellow Line tunnel and I-395 with a new two-track bridge, while retaining the existing I-395 rail bridge. After crossing I-395, the Project will continue with four-track bridges, replacing the existing two-track bridges at Ohio Drive SW (East), the Washington Channel, and Maine Avenue SW. The four tracks will continue underneath the Maryland Avenue SW overbuild, travel along the existing Corridor underneath 12th Street SW and the 12th Street Expressway and tie into the four tracks proposed at LE Interlocking under a separate project led by VRE.

The Project additionally consists of environmental mitigation measures including a new bike-pedestrian shared use path bridge across the GW Parkway and the Potomac River, connecting Long Bridge Park, MVT, and EWPP.

The Project scope will also require utility relocations, earthwork, the installation of signal/communication systems (by CSXT), and construction within the Potomac River and Washington Channel. Additional information can be found within the approved Long Bridge Environmental Impact Statement (EIS) linked here: <http://longbridgeproject.com/feisrod/>.

The Project will be broken down into two primary work packages: the North Package and the South Package. The North Package is shown in green in the map below and the South Package⁵ is shown in purple:



C. NORTH PACKAGE SCOPE AND BUDGET

The North Package will consist of the following major scope items:

- Early and enabling work (i.e., demolition, sitework, utility relocations, etc.)
- Phased construction of railroad embankment fills
- Geotechnical ground improvements

⁴ Annually, up to 1.3 million Amtrak passengers and 4.5 million VRE commuters traverse the Long Bridge, which operates at 98% capacity during peak hours. The Project's purpose is to create greater railroad capacity between Virginia and the District of Columbia while alleviating the rail congestion caused by the existing two-track Long Bridge.

⁵ VPRRA will issue a separate Letters of Interest request for the South Package procurement. This project expects to let in the Spring of 2023. Submittal of a LOI on the North Package will not preclude an offeror from also submitting a LOI on the South Package or from participating as a contractor on both North and South Package projects.

- New non-CSXT-owned trackwork
- CSXT Track and Signals (to be performed by CSXT)
- New WMATA Portal/I-395 Rail Bridge
- Replacement Ohio Drive SW Rail Bridge
- Replacement Washington Channel Rail Bridge
- Replacement Maine Avenue SW Rail Bridge
- Replacement Maine Avenue SW Pedestrian Bridge
- New Retaining Walls and associated embankments and ground improvements
- Landscaping
- Railroad crashwalls
- Erosion and sediment control
- Maintenance of Traffic and Roadway work
- Right-of-Way coordination
- Coordination with regulatory agencies, and property owners
- Securing of applicable permits
- Public and stakeholder outreach
- Coordination with adjacent projects and owners

Construction work on the North Package must be substantially completed on or before **December 2030**. The budget for the North Package project is presently estimated to be in the **\$600M to \$700M range** based upon current scope and prevailing estimated construction pricing.

D. ANTICIPATED PROCUREMENT SCHEDULE

The following are anticipated timeframes for procurement of the North Package. All dates are subject to change.

North Package Progressive Design-Build

Event	Date
Release of Request for Qualifications	Winter 2023
Statements of Qualification Due	Spring 2023
Shortlist announcement	Spring 2023
Release of Request for Proposals	Spring 2023
Proposals Due	Mid-2023
Notification of Highest Ranked Proposer	Mid-2023
Progressive Design-Build (PDB) Agreement execution	Mid-2023
PDB Phase 1 Services	Summer 2023-Summer 2024
PDB Phase 2 (contingent) start	Fall 2024
Substantial Completion	Late 2030

E. INSTRUCTIONS FOR SUBMITTAL

LOIs must be received by the Director of Procurement on or before **5:00 PM, local time, on December 31, 2022**. Submissions are to be in .pdf format and transmitted via email to the Director of Procurement, john.kostyniuk@vpra.virginia.gov. Late submissions or submissions that otherwise fail to meet the requirements of this Request for Letters of Interest will be disregarded.

Firms may submit a LOI either (i) collectively as a multiple-entity "Team" if intending to pursue the Northern Package through a joint venture, partnership, not-yet-formed special purpose entity (SPE) with multiple equity members, or other similar arrangement, or (ii) as a single contractor entity. The LOI shall be on company letterhead and include the following:

1. Name of entity (or entities) submitting the LOI;
2. The lead designer; and
3. Name of a single point of contact for the submitting entity (or entities) along with:
 - a. E-mail address
 - b. Address
 - c. Phone Number
 - d. Title.

Entities responding to this LOI request may not submit any information other than as requested above. Further, designers or potential subcontractors should not respond individually to this Request for Letters of Interest.

F. QUESTIONS

Questions regarding this Request for Letters of Intent may be addressed to the Director of Procurement, john.kostyniuk@vpra.virginia.gov.

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