

Long Bridge Project

February 24, 2023



RFQ# TBD
North Package Progressive
Design-Build Industry Day



Safety Reminder

- Please be aware of safety hazards in your home and/or office.
- Trip, slip and fall hazards are everywhere
- If anyone has an emergency, please leave the virtual meeting and go to a safe place. This meeting is not mandatory and anything that comes from Industry Day will be published once the procurement is active.

Meeting Disclaimer

- The meeting is for informational purposes only. Statements or representations made during this meeting are **not** legally binding.
- Once published, refer to the procurement documents for the terms and conditions of this procurement.

Opening Remarks

- This meeting is virtual
- Questions posed by participants must be in writing in the chat box
- Please wait to ask questions until the end of the presentation
- We will try to answer questions today but may also consider questions and address them in the procurement documents
- This presentation and the attendee list will be provided

Agenda

- Meeting Purpose
- VPRA Personnel
- North Package Overview
- Anticipated Procurement Schedule
- Request for Qualifications
- Request for Proposals
- Questions
- One-on-One meetings (previously scheduled)

Meeting Purpose

- The meeting is to gain industry feedback on the draft Request for Qualifications (RFQ) and term sheet for the Long Bridge North Package Progressive Design Build contract that were posted on VPRA's website in advance of this meeting
- VPRA will also hold previously scheduled 45-minute one-on-one meetings for interested firms to share more detailed feedback and ask additional questions. The one-on-one meetings are intended to provide further information that VPRA may use in a future procurement and may not be used by attendees as advertisement
- Attendees are advised that any information shared during the Industry Day, including during the one-on-one meetings, will not be considered confidential
- One-on-one meetings are not mandatory and will have no impact or weight in a subsequent procurement

Introduction of VPRA Team

- DJ Stadtler, Executive Director
- Michael McLaughlin, Chief Operating Officer
- John Kostyniuk, Director of Procurement
- Shirlene Cleveland, Long Bridge Project Senior Director
- Wini Campbell, Manager of Contracts and Compliance
- Fyiad Constantine, Assistant Vice President for Engineering & Construction
- Long Bridge Partners serving as PMSS

Virginia Passenger Rail Authority (VPRA)

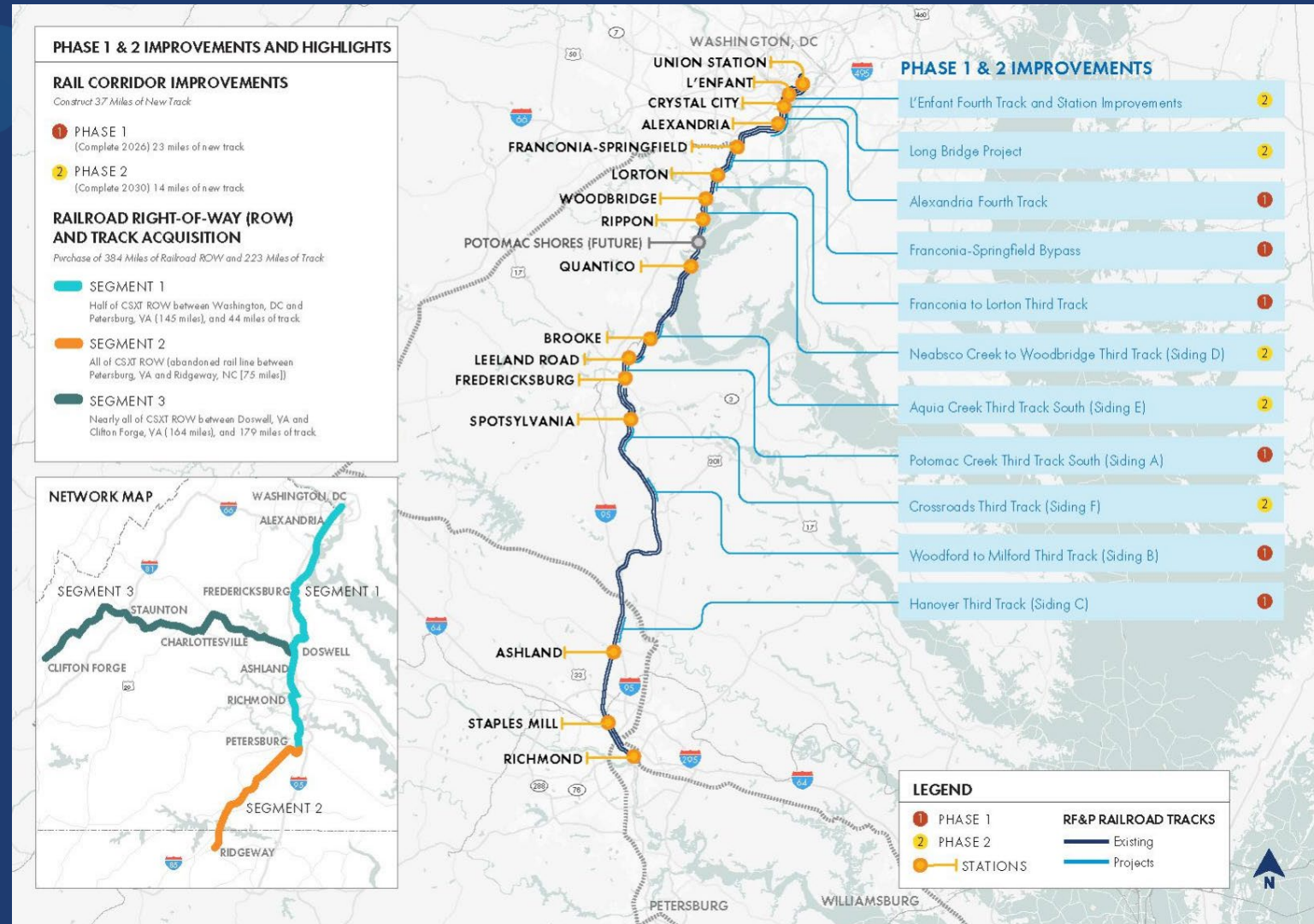
- Created by 2020 General Assembly
- Given all powers necessary for carrying out its statutory purposes:
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
 - Eminent domain powers in Virginia
- Will own rail assets and right of way
- Will partner with others to operate passenger and commuter rail service
- Governed by a 15-Member Board



VPRA is responsible for promoting, sustaining, and expanding the availability of passenger and commuter rail service in the Commonwealth

Transforming Rail in Virginia – CSX Agreement

- VPRA & CSXT Agreement for Acquisition from DC to NC
- Construct dedicated 2-track passenger corridor
- Acquisition of abandoned S-Line to NC
- Completion of each Phase will trigger additional VRE and Amtrak service –
 - Phase 1 (2026)
 - 2 Amtrak Trains & 3 VRE Trains
 - Phase 2 (2030)
 - 3 Amtrak Trains & 2 VRE Trains
- Program will double state-supported Amtrak service and increase VRE service by 75%, including new weekend and late-night service

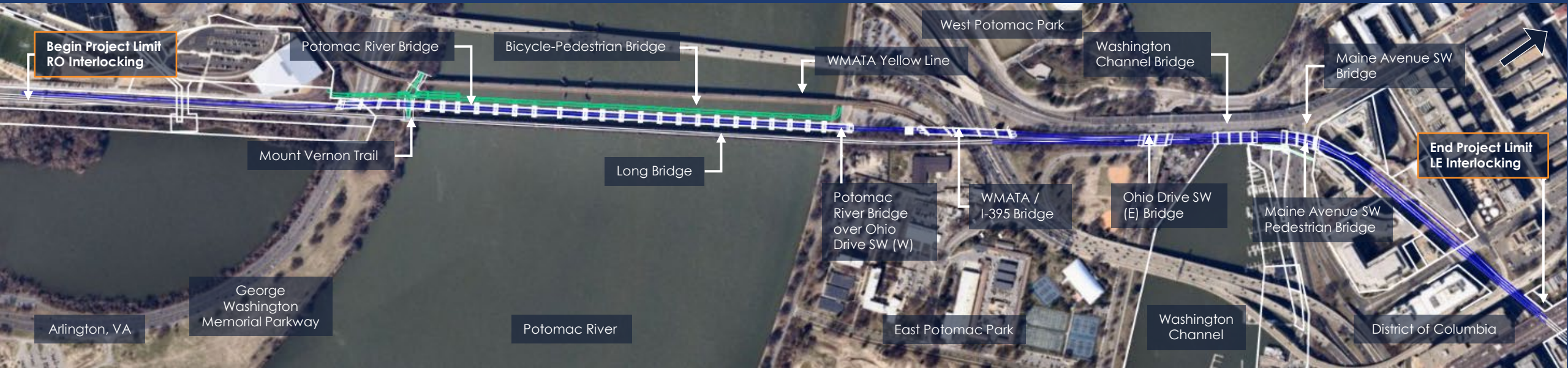
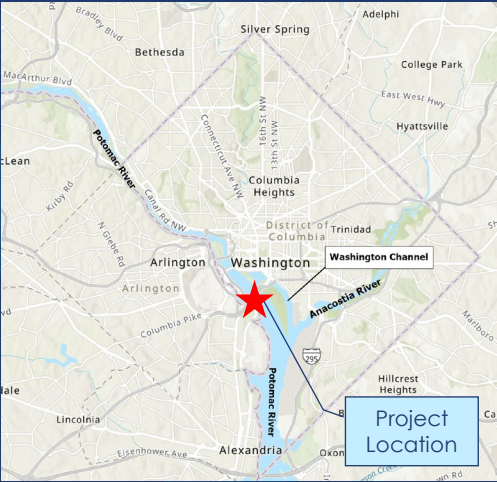


FTA Northern Virginia Core Capacity Project

- Scope
 - **Long Bridge (Completion 2030)**
 - Control Points RO to LE
 - **Alexandria Fourth Track (Completion 2026)**
 - Control Points AF to RO
 - **Three Trainsets for VRE (Completion 2030)**
- Currently in Project Development Phase
- Full Funding Grant Agreement (FFGA) expected late 2024



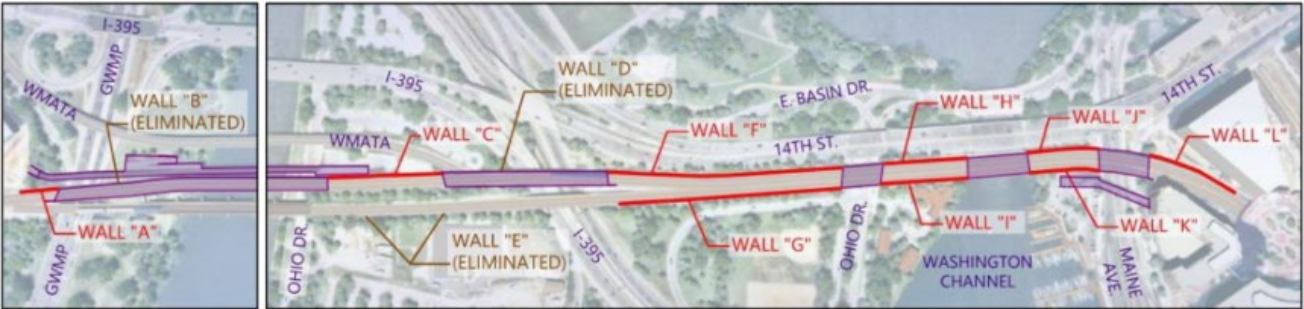
Long Bridge Project Location



Long Bridge Project Overview

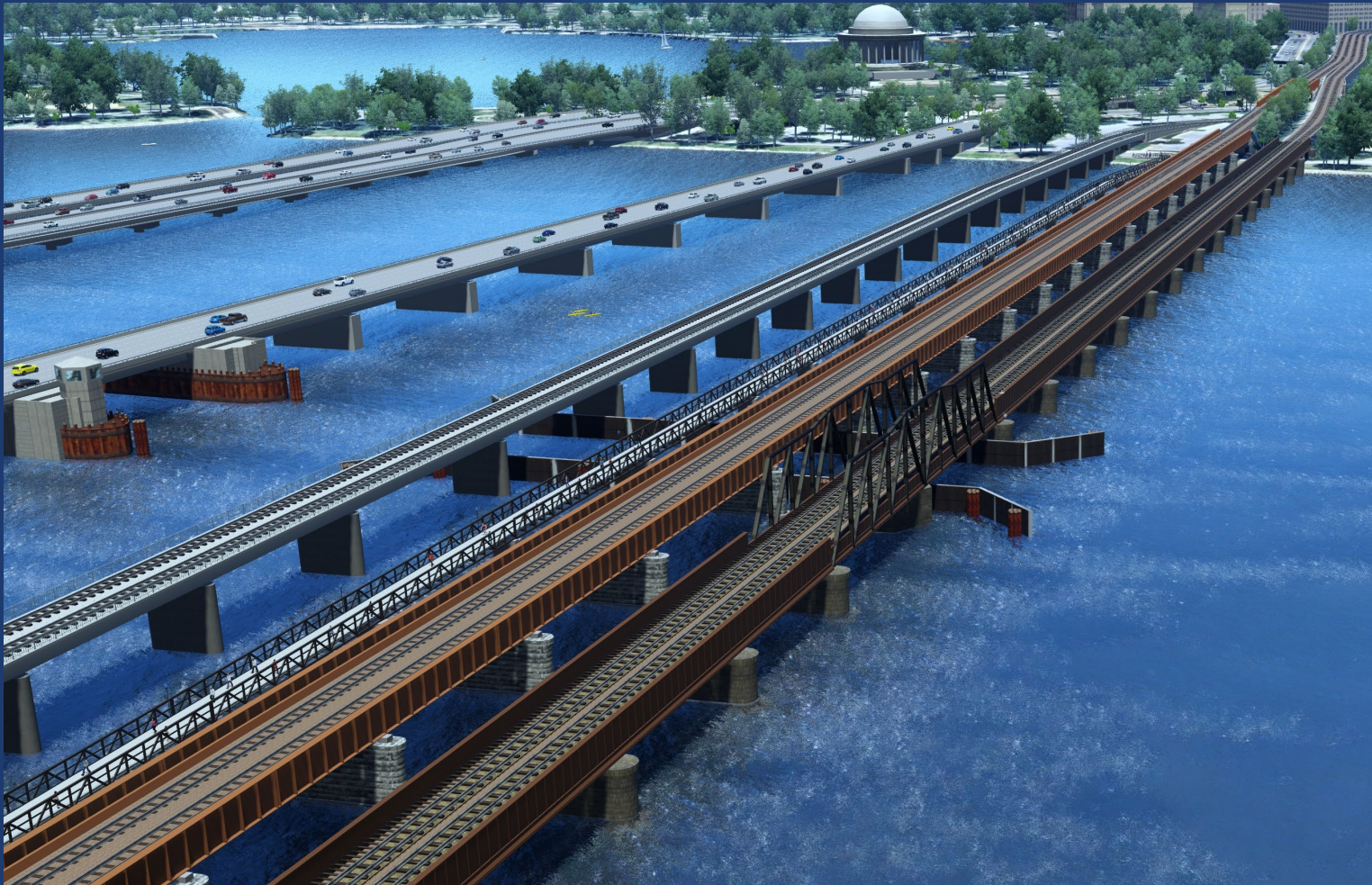


Project Map – Bridges



Bridge Key	
1	Potomac River Rail
2	Potomac River Bike-Ped
3	I-395 Rail
4	Ohio Drive SW (East) Rail
5	Washington Channel Rail
6	Maine Ave SW Rail
7	Maine Ave SW Ped

Project Overview



Rendering of bridges looking from Virginia



Flyover Animation

Click the following link

Long Bridge Project PE Animation

to access the flyover animation of the entire project.

1.8 mile

Project

3

Rail Operators

20,000

Feet of Track

2

New Tracks VA to DC

6,500 ft

Rail Bridges

5

New Rail Bridges

2,500 ft

Potomac River
Bike-Ped Bridge

1

New Potomac River
Bike-Ped Bridge

3,500 ft

Retaining/Crashwalls

1

Maine Ave Ped Bridge

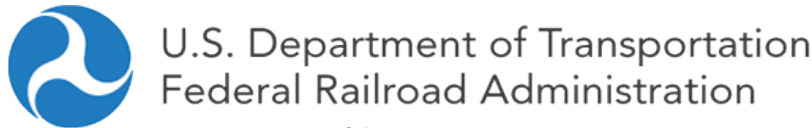
37+

Stakeholders

70

Daily Trains

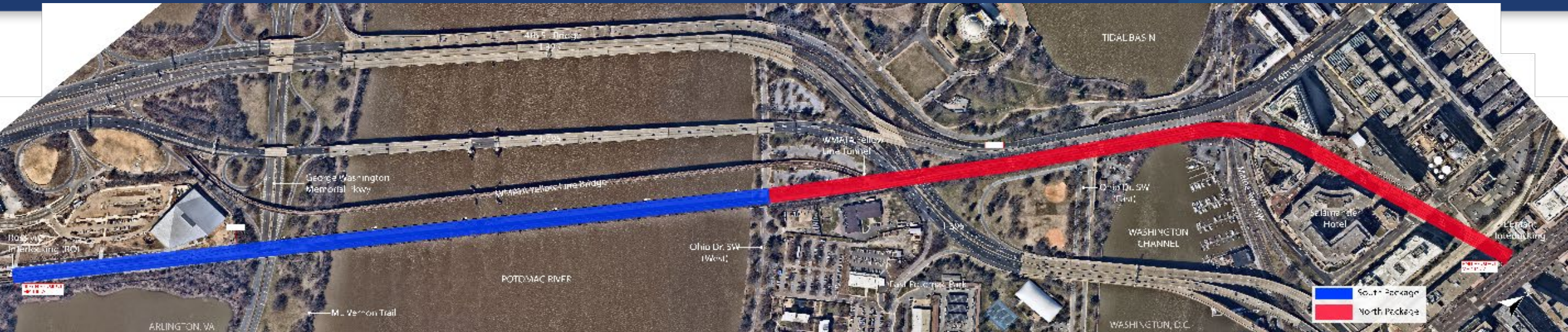
Stakeholders



... and more



North Package Project Scope



Project Limits

- Northern Terminus: south end of L'Enfant Interlocking (the interlocking is not included in this package)
- Southern Terminus: New Long Bridge northern abutment (the northern abutment is not included in this package)

East & West Potomac Parks

- Potomac River Rail Bridge Landing
- Potomac River Bicycle-Pedestrian Bridge Landing
- WMATA/I-395 Bridge
- Ohio Drive SW (East) Bridge
- Washington Channel Rail Bridge
- Retaining Walls and Landscape Design

Maine Avenue SW Area 15

- Maine Avenue SW Rail Bridge
- Retaining Walls/Crash Walls
- Maine Avenue SW Pedestrian Bridge

I-395/WMATA Yellow Line Portal Rail Bridge



Ohio Drive SW (East) Rail Bridge



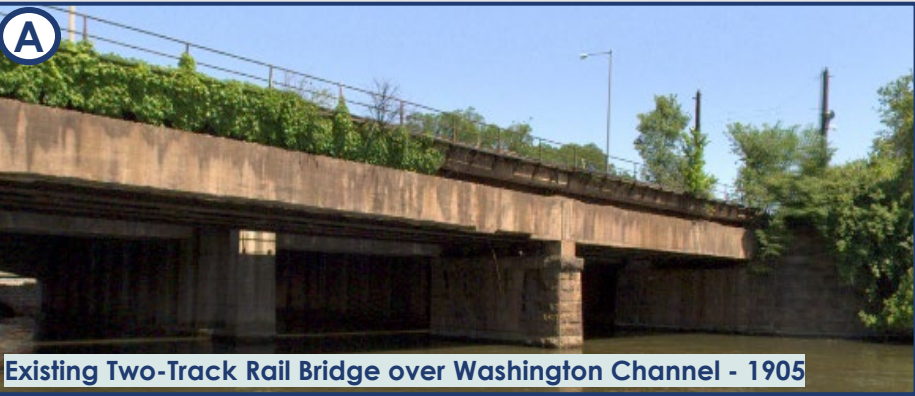
Rendering of Proposed Four-Track Rail Bridge over Ohio Drive SW (East)



Existing Two-Track Rail Bridge over Ohio Drive SW (East) - 1904



Washington Channel Rail Bridge



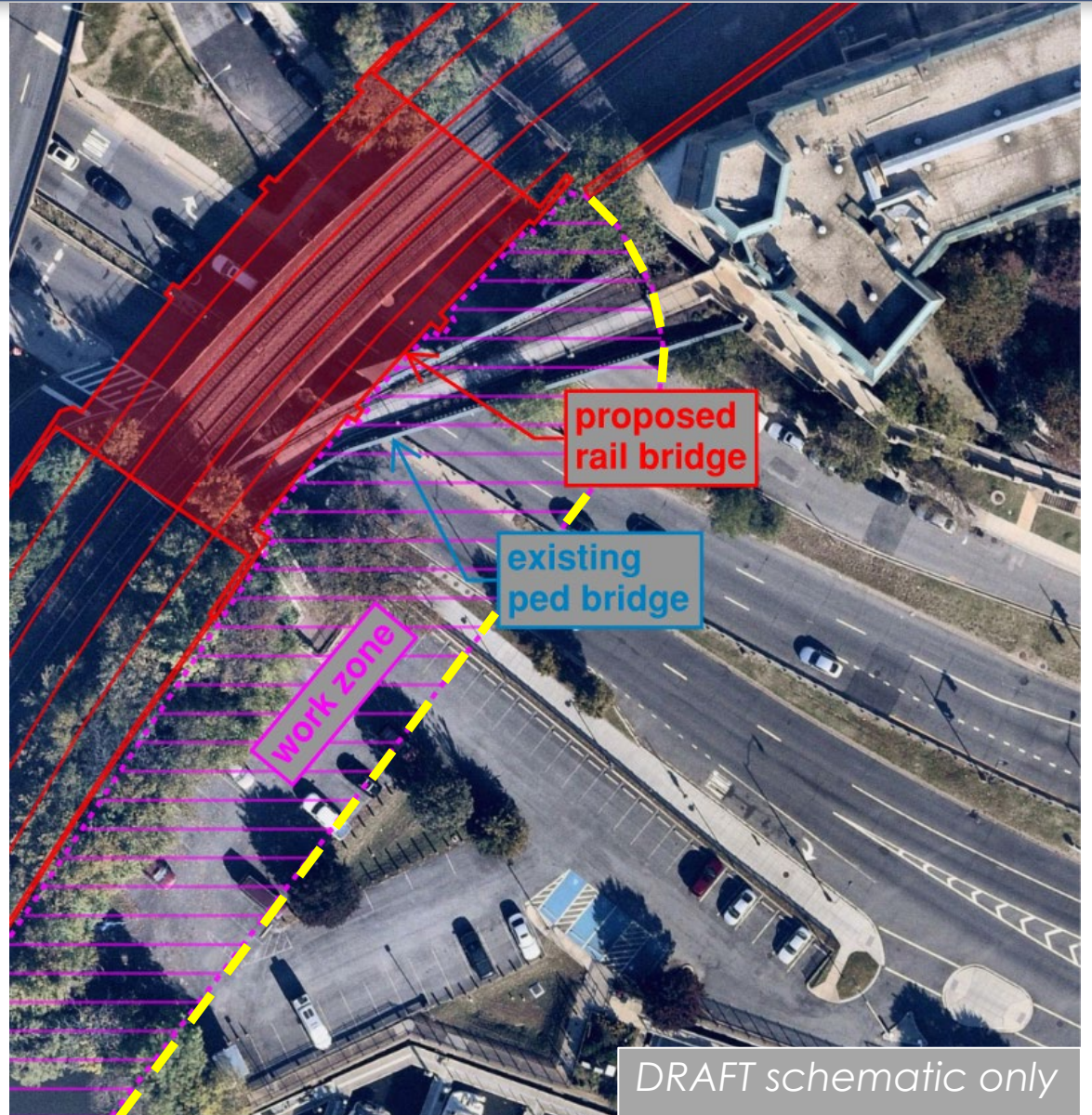
Maine Avenue SW Rail Bridge



Maine Avenue SW Pedestrian Bridge

Demolition of Existing Bridge due to:

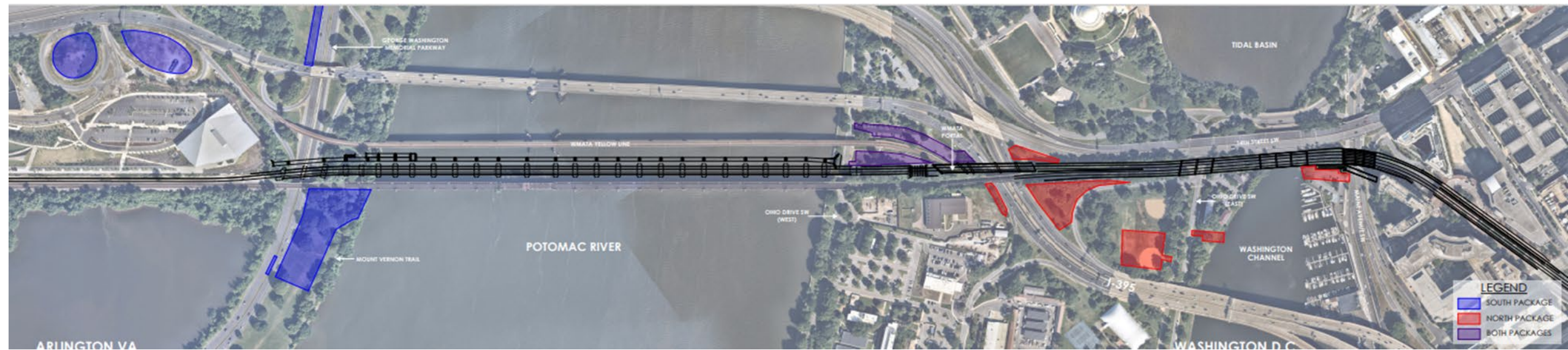
- New 4-track rail bridge impacts
- Construction access conflicts



Maine Avenue Pedestrian Bridge

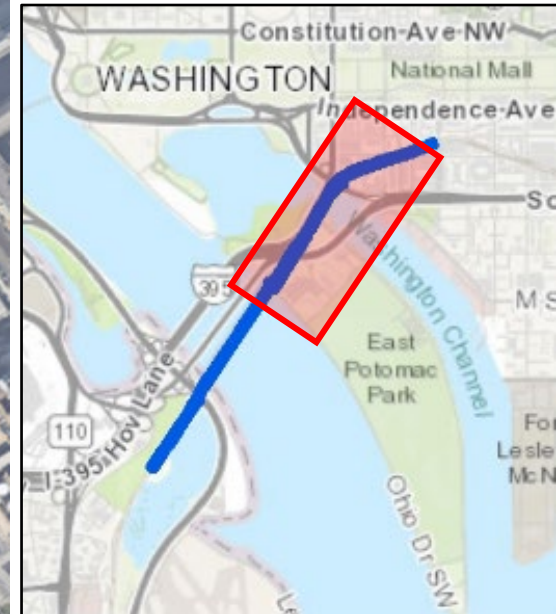
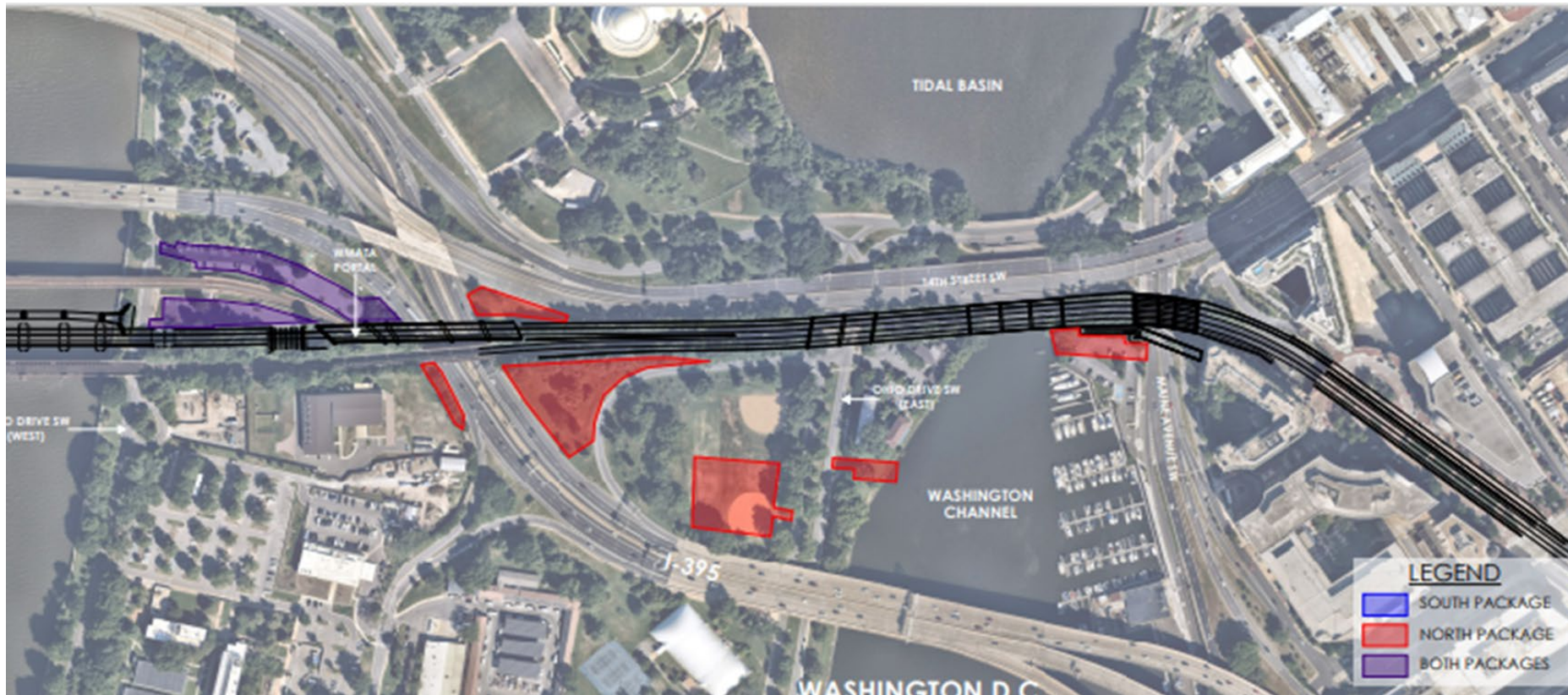


Long Bridge Project Planned Staging Areas



North Package Planned Staging Areas

Potomac River, I-395, and East Potomac Park



Major Scope Items

- Early and enabling work (i.e., demolition, sitework, utility relocations, etc.)
- Phased construction of railroad embankment fills
- Geotechnical ground improvements
- New non-CSXT-owned trackwork (CSXT to perform track and signals in the shared corridor)
- New rail bridge over the WMATA Portal/I-395 Rail Bridge
- Replacement of existing two-track Ohio Drive SW Rail Bridge with four-track bridge
- Replacement of existing two-track Washington Channel Rail Bridge with four-track bridge
- Replacement of existing two-track Maine Avenue SW Rail Bridge with four-track bridge
- Replacement Maine Avenue SW Pedestrian Bridge
- New retaining walls and associated embankments and ground improvements
- Landscaping
- Railroad crashwalls
- Stormwater management facilities
- Erosion and sediment control
- Maintenance of traffic and roadway work
- Utility coordination and adjustment
- 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

North Package Procurement Schedule (subject to change)

Event	Date
Request for Letters of Interest Issued	November 17, 2022
Due date for Letters of Interest	December 31, 2022
Industry Forum	February 24, 2023
Release of RFQ	March 24, 2023
Request for Clarifications Due	April 3, 2023
SOQ Due Date	April 21, 2023
Shortlist Announced	May 19, 2023
Release of RFP	May 26, 2023
Proposals Due	June 30, 2023
Announcement of Preferred Proposer	July 20, 2023
Execution of Progressive Design-Build Agreement	August/September 2023
NTP for Phase 1 Services	August/September 2023
Start of Construction (other than Early Work)	November/December 2024
Substantial Completion of Construction	2030

Project Goals

- Enhancement of access to rail services in Virginia by creating an efficient gateway between Washington, D.C. and Virginia;
- Safe construction of the Project, including ensuring worker safety and the safety of the traveling public in a congested, urban area;
- Commencement of the Phase 2 Services at time of award of FTA's Full Funding Grant Agreement (FFGA), projected to be October 2024;
- Substantial completion of Construction Work on or before the third quarter of 2030;
- Managing costs and completing the Project within budget;
- Maximizing the innovation potential and collaboration of the Progressive Design Build method;
- Maximizing community engagement and meeting or exceeding DBE goals;
- Minimizing the impacts of construction to the public, stakeholders, CSXT, VRE, Amtrak, AHJs, and government agencies; and
- Delivering high quality work.

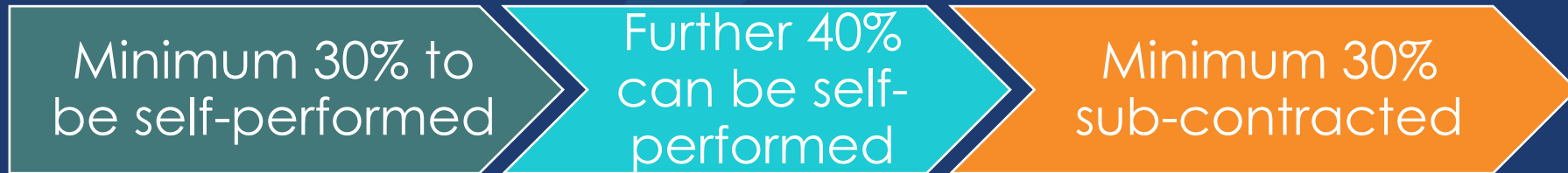
Progressive Design-Build Method

- Work performed in Two Phases:
 - Phase 1: Design and Preconstruction Services
 - Phase 2: Final Design and Construction
- Phase 1 work to be paid on an hourly basis for work performed, up to a Not-to-Exceed amount
- Phase 2 to be paid as lump-sum
- During Phase 1, Design-Builder to submit estimates of Phase 2 costs and construction schedule
- VPRA will have an Independent Cost Estimate (ICE) as basis of comparison
- VPRA will not accept Phase 2 price that exceeds ICE by 10%
- Phase 2 work contingent on VPRA's agreement to Design-Builder's price and schedule
- During Phase 1, potential to identify and perform early work packages

Why Progressive Design-Build?

- Emphasis on qualifications rather than price in the selection process
- Collaborative development of the design and resolution of challenges
- Numerous third-parties and stakeholders
- Complex staging and phasing in dense urban environment
- Constructability considerations key in design development
- Leverage Phase 1 to resolve these issues before setting construction price and schedule to reduce risk
- Use early work packages to expedite construction and to mitigate risk of delays

Self-Performed Work/Competitive Bidding



Not subject to competitive bid requirements

To be performed by Design-Builder and Major Subcontractors

Subject to competitive bid requirements

Design-Builder can self-perform maximum 70% of scope

Subject to competitive bid requirements

This includes the DBE Percentage



DBE Utilization

- Project receiving federal funds
- VPRA anticipates setting DBE goals for both Phase 1 and Phase 2
- Respondents will identify DBE firms to meet Phase 1 goal in Proposal
- As part of Phase 1, Design-Builder will prepare DBE Utilization Plan demonstrating their plan to comply/exceed DBE requirements during Phase 2
- VPRA will establish the DBE goal for the Phase 2 Services during Phase 1 and prior to execution of the Phase 2 Amendment

PDB Request for Qualifications

- SOQ Evaluation will be two steps
 - Pass/Fail Review
 - Qualitative Review
- Four qualitative evaluation categories:
 - Firm experience (past projects)
 - Key Personnel and organization
 - Approach to Quality Management
 - Understanding of Project and PDB Method

PDB Request for Qualifications

- Respondent composition:
 - Contractor(s) (exclusive to one team)
 - Lead Designer (exclusive to one team)
 - Major Subcontractors (exclusive to one team)
 - Independent Design Quality Manager(s)
- Major Subcontractors are the only Phase 2 subcontractors, other than the IDQM, that can be identified in the SOQ

PDB Request for Qualifications

- Key Personnel
 - Project Manager
 - Design Manager
 - Construction Manager
 - Quality Manager
 - Independent Design Quality Manager Director
 - Structures Design Manager
 - Geotechnical Design Manager
 - Environmental Compliance Manager
 - Lead Cost Estimator
 - Lead Scheduler
 - Utility Coordinator
 - Third-Party/Public Information Coordinator
 - Safety Manager
 - Up to 2 value added personnel (Design-Builder to choose – not mandatory)

PDB Request for Qualifications (Quality)

- Design-Builder will be responsible for design and construction Quality Control
- Design-Builder must have an Independent Design Quality Manager (IDQM) to perform design Quality Assurance
- IDQM to review designs before submission to VPRA
- Goal is to minimize design comments by VPRA
- With submission of RFC plans, IDQM must stamp that submitted design conforms to the Contract Documents
- Design-Builders may have multiple IDQM firms (if desired) for discipline-specific packages
- VPRA will perform design Independent Quality Assurance (review and comment)
- VPRA will perform construction Quality Assurance (inspection, testing, acceptance)
- SOQ will detail preliminary approach to Quality Management

PDB Request for Qualifications

- Understanding of Project and PDB
- Respondents to provide high-level summary of how they will use the PDB method to enhance the Project
 - Meeting VPRA's goals
 - Completing the Project on time and within budget
 - Coordinating with VPRA's delivery partners
 - Identifying and performing Early Work
 - Identifying and mitigating major project risks
 - Understanding of technical challenges and approach to resolution
- RFP will require detailed description of approach to the work

PDB Request for Qualifications (Evaluation)

*subject to change before posting

Category	Total Points Possible
Experience of Respondent	30
Key Personnel and Organization	40
Quality Management	15
Understanding of Project and Progressive Design-Build	15
Total	100

- “Experience of Respondent” and “Key Personnel and Organization” from RFQ score will be carried forward and constitute portion of Proposal Score
- VPRA intends to shortlist no more than four (4) design-builders

PDB Request for Qualifications (Financial)

- Design-Builder must have tangible net worth of at least \$200 million
 - Calculated as the AGGREGATE net worth of all Principal Participants
 - If Design-Builder cannot meet this requirement, Guarantor with a tangible net worth of \$200 million is required
- VPRA may also require a Guarantor in its sole discretion
- Bonding:
 - Respondents must demonstrate capability to obtain Performance and Payment bonds of **\$700 million**

PDB Request for Proposals (Technical)*

- Approach to the Work
 - Maximizing PDB model
 - Approach to mitigating project risk
 - Managing stakeholders and receiving third-party design approval
 - Approach to construction
- Quality Plan
 - Draft of Design and Construction Quality Plans
- Approach to Project Management
 - Management and design coordination
 - Partnering/interacting with VPRA
- Approach to Price/Negotiations
 - Estimating construction price and negotiating with VPRA
 - Reconciling price differences with ICE
 - Ensuring sufficient labor and materials
 - Subcontracting

**Anticipated and subject to change*

PDB Request for Proposals (Price)*

- Not-to-Exceed Price for Phase 1 Services
- Construction Markup
 - Profit
 - Home office overhead

**Anticipated and subject to change*

PDB Request for Proposals (Evaluation)*

- Technical
 - Total: 80%
 - Including Experience and Key Personnel/Organization carried forward from SOQ score
 - Interview will be part of process – VPRA still considering impact on Technical Score
- Price
 - Total: 20%

**Anticipated and subject to change*

VPRA Organizational Conflict of Interest (OCI) Policy

- This procurement will be governed by VPRA's OCI policy, which can be found here: [VPRA Organizational Conflict of Interest Policy Executed-FINAL Effective 08 24 2022 V1.pdf \(vapassengerrailauthority.org\)](#)
- Firms have an obligation to disclose
 - Disclosure should contain detailed description of (i) the facts and circumstances giving rise to the actual or potential Organizational Conflict of Interest; and (ii) any efforts the Contractor has taken or proposes to take to mitigate the conflict.
- Design-Builder's obligation to disclose is ongoing
- Wherever possible, the determination request shall be submitted not less than fifteen (15) days prior to the due date for submittals on any pending procurement involving a VPRA Project.

February 24, 2023

Questions?



1. Summary

Meeting title	Hold for Virtual Industry Day / Long Bridge Overview Viewed registration page
Registered participants	126
Canceled registrations	0
Attended participants (including VPRA)	143
Start time	2/24/23, 8:05:44 AM
End time	2/24/23, 10:41:43 AM
Meeting duration	2h 35m 58s
Average attendance time	57m 6s

Registration first name	Registration last name	Registration email	Organization	Job title	Is your Firm DBE Certified
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Joe	Abidin	joe.abidin@clarkconstruction.com	Clark Construction Group, LLC	Executive Vice President	No
Cristina	Aboyme	cristina@revellagroup.com	Revella Consulting Group	Sr. Project Coordinator	Yes
Amir	Arab	Amir.Arab@exp.com	EXP	Vice President	No
Scott	Armstrong	scott.armstrong@parsons.com	Parsons Corporation		
Ken	Aschbacher	Kaschbacher@halmarinternational.com	Halmar International LLC	Estimating Manager	No

Surbhi	Ashton	surbhi.ashton@parsons.c om	Parsons	Senior Project Manager/Senior Environmental Planner	No
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Hamza	Bashir	hamza_abdalian11@hotmail.com		Project Controls Sepcialist	
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Saurabh	Bhattacharya	saurabh.bhattacharya@parsons.com	Parsons	Vice President	No
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Brennan	Collier	bcollier@atcsplc.com	ATCS	SVP	No

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Lee	Yowell	lyowell@rkk.com	RK&K	Construction Manager	No
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