



## ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item  
Meeting of September 8, 2007

### REVISED REPORT

DATE: ~~August 27, 2007~~ September 4, 2007

**SUBJECT:** Approval of the Award of a Sole Source Contract between the County Board and PB Americas, Inc. for Professional Architectural and Engineering Services for the Crystal City – Potomac Yard Busway.

**REVISION EXPLANATION:** Corrected typographical errors and reworded text on page 4.

#### C. M. RECOMMENDATIONS:

1. Approve the award of a sole source contract between the County Board and PB Americas, Inc. for professional architectural and engineering services for the Crystal City – Potomac Yard Busway to include:
  - a. Preliminary engineering, final design and construction bid documents for Stations B and C of Segment D in Potomac Yard;
  - b. Revised design for Station A;
  - c. Construction engineering services for Segment D in Potomac Yard;  
And as optional tasks only upon contract amendment and future authorization/  
appropriation:
  - d. Preliminary engineering for Segment E and related stations in Crystal City;
  - e. Final design and construction bid documents for Segment E and stations in Crystal City;
  - f. Construction engineering services for Segment E and stations in Crystal City; and
  - g. Planning, engineering, and design services for future extensions such as Segment F to Pentagon City and the Pentagon.
2. Authorize funds in an amount not to exceed \$416,200, plus a contingency of \$41,800, for a total contract authorization not to exceed \$458,000 for professional services items a, b, and c above for Segment D of the Crystal City – Potomac Yard Busway Project.
3. Authorize the Purchasing Agent to execute the contract documents subject to legal review by the County Attorney.

**ISSUES:** None

County Manager: \_\_\_\_\_

County Attorney: \_\_\_\_\_

Staff: Bee Buegler, DES, Transportation, Transit Bureau

**SUMMARY:** Arlington County staff requests authorization to enter into a sole source contract with PB Americas, Inc. (formerly known as Parsons-Brinckerhoff) (“PB”) to prepare preliminary engineering and final design for two stations (“Stations B and C”) and provide construction engineering services for the first segment (“Segment D”) of the Crystal City – Potomac Yard Busway (“Busway” and formerly known as the “Potomac Yard Transit Way”). PB has been working with Arlington County staff since September of 2002 providing all previous preliminary engineering for the dedicated roadway alignment and the first station (“Station A”) in Arlington’s Potomac Yard South Tract as well as the concept plans for the second and third stations, Stations B and C respectively. The additional services needed for final design of the second and third stations are not included in the County’s current contract agreement with PB. Furthermore, PB’s contract budget has reached the funding limits of the current contract, so the County staff requests funding authorization of \$458,000 to cover the additional design work and engineering services for the first segment, Segment D, of the Busway. At a future meeting of the County Board, County staff will seek authorization to amend this contract to provide for the optional tasks, e.g., to design the second segment, Segment E, of the Busway that will serve Arlington’s Crystal City. The County received approval by the Federal Transit Administration (FTA) to prepare final design and construct two segments, Segments D and E, of Crystal City – Potomac Yard Busway and will be receiving federal and state funds to cover the cost of design and construction. FTA will have to approve the County’s sole source contract with PB because federal funds will be used to reimburse the County, in part, for the cost of PB’s services.

**BACKGROUND:** On October 18, 2000, the Arlington County Board approved a Phased Development Site Plan (PDSP) for the 35-acre Potomac Yard South Tract (“Development”). The PDSP reserved a corridor for a transit way through the Development. The construction of the transit way is an integral part of the PDSP’s goal of achieving a transit-oriented Development in the area. Making use of the transit way at the beginning stages of Potomac Yard will help establish transit usage patterns that will be necessary to make the ultimate development work more effectively.

The Arlington County Board on September 28, 2002, approved the award of contract to Parsons-Brinckerhoff (now known as PB Americas, Inc.), in an amount not to exceed \$300,000, to design a transit way in Potomac Yard between 26<sup>th</sup> Street South and Four Mile Run (which is also referred to as Segment D of the Busway) and a covered transit station (which is also referred to as Station A) on Crystal Drive between 26<sup>th</sup> Street South and 27<sup>th</sup> Street South. On October 4, 2003, the Arlington County Board approved an additional \$30,000 to pay for additional design services required to engineer and design the Potomac Yard Transit Way (Segment D of the Busway).

Since September of 2002, County staff and the consultant PB have worked on preliminary engineering for the transit way (now known as Segment D) and County staff has coordinated transit improvements in Potomac Yard with the City of Alexandria and conducted environmental analysis of proposed transit improvements. PB prepared preliminary engineering drawings of Segment D in the Potomac Yard Development and Station A in coordination with phased development in Potomac Yard and developed a preliminary cost estimate for construction of Segment D and Station A. The need for a plan to connect transit service between Arlington and Alexandria was identified. Alexandria expressed interest in coordinating with Arlington. At the

request of Arlington County and Alexandria, the Virginia Department of Rail and Public Transportation (VDRPT) sponsored an interim implementation planning study for multi-jurisdictional transit improvements along the US Route 1 corridor from Old Town Alexandria to the Pentagon. The study identified the need for interim transit improvements and developed an implementation plan for a Busway providing frequent bus service between Braddock Road Metro Station and Pentagon City Metro Station and the Pentagon serving Potomac Yard and Crystal City. The result was a concept plan and phased implementation plan for the Crystal City – Potomac Yard Busway (“Busway”) consisting of three segments (A, B, and C) in Alexandria and three segments (D, E, and F) in Arlington (see map of six segments of the Busway in Attachment A).

Over the past several years, Arlington County has received several RSTP grants and Federal discretionary earmarks for the design and construction of the Arlington’s part of the Busway. Before using any federal funds to undertake final design and construction, Arlington was required to complete an environmental analysis and obtain approval by the Federal Transit Administration (FTA) on a Programmatic Categorical Exclusion (“PCE”) for the Busway. Arlington County used a federal discretionary grant through WMATA to conduct the environmental analysis and prepare required environmental documentation. In January of 2007, WMATA submitted the environmental documentation to FTA and in April of 2007 FTA approved the PCE for Segments D and E of the Crystal City – Potomac Yard Busway (refer to map in Attachment A). Segment D of the Busway will serve Arlington’s Potomac Yard South Tract and will have three covered station stops (Stations A, B, and C), and Segment E will serve Crystal City and will have at least three covered station stops. The County currently has PB under contract, approved by the County Board in September 28, 2002 and funded through local money and developer contributions, to design the alignment and Station A of Segment D. The contract does not include preliminary engineering and final design of Stations B and C of Segment D or any design work for Segment E and/or other possible future extensions of the Busway. These tasks will be addressed in the contract which is the subject of this Board Report.

After receiving FTA approval to proceed with the design and construction of Segments D and E of the Busway, County staff began to plan for final design. County staff also coordinated with NVTC to apply for a Federal discretionary grant and two RSTP grants to provide additional funding for the final design and construction of Segment D (formerly known as the “Potomac Yard Transit Way”). County staff requested and received a scope and cost proposal from PB to complete the design work and engineering services for the first segment, Segment D, of the Busway and provide construction engineering services for Segment D (items 1a, 1b, and 1c listed in the recommendations above). The final cost for these services is being negotiated and will not exceed \$416,200. In addition the County staff recommends a contingency budget of \$41,800 for a total funding authorization not to exceed \$458,000.

**DISCUSSION:** This sole source contract and total contract authorization of \$458,000 are needed for PB to: complete preliminary engineering and final design of Stations B and C of the first segment (“D”) of the Busway; revise the design of Station A; incorporate the design drawings into the final design of the busway alignment; prepare the construction bid documents; and provide construction engineering services during the construction period.

The justification for sole source is based on necessity of consistency in the development of project final design and construction documents. PB has been working on the Busway project since the initial project inception and concept planning began in 2002 and has developed all previous conceptual design work and preliminary engineering studies. The architectural design and features of Stations B and C will be similar to the design of Station A. PB and its civil subconsultant are very familiar with the current design and development of the land bays in Potomac Yard. Sole source is also needed because of the tight project schedule and the need to design and construct the Busway in coordination with the design and construction of land development in Potomac Yard. Busway construction is anticipated to begin in June of 2008. For the County to solicit a new RFP and award a new contract to a potentially new engineering and design firm will extend the schedule by four months or more as well as increase costs due to the learning curve required for a company to acquire the requisite knowledge level of the project which exists with PB. This sole source justification has been approved by the County Purchasing Agent.

In accordance with ~~FTA C 4220.1E~~ federal regulations, FTA must approve all sole source procurements that involve FTA grants or funds, so FTA will need to approve this sole source contract once the County Board approves the sole source contract. FTA requires a cost analysis verifying the proposed cost data, projections of the data and the evaluation of the specific elements of costs and profit and negotiation of the final contract amount. Upon approval by the Arlington County Board for a sole source procurement, a sole source justification with documentation, including the Board resolution, will be submitted to the FTA Region III – DC Office for approval.

A discussion between the County Purchasing Agent and the County's transit staff concluded that Segment E design including stations and preparation of construction documents should be included as "optional tasks" within the new contract, if approved by the County Board. Should the County staff determine the need to proceed with the optional tasks, County staff will undertake negotiations with PB for a detailed scope and cost for the optional tasks. Before proceeding with the optional tasks, County staff will request further authorization for a contract amendment and funding by the County Board before proceeding with the optional tasks.

**FISCAL IMPACT:** The cost of this contract agreement will be paid ~~by~~with funds received from a FY 2005 Federal Discretionary grant of \$971,778 that the Northern Virginia Transportation Commission ~~has~~ applied for on behalf of Arlington County. The County is providing \$194,356 local match for this FY 2005 Federal Discretionary grant through previously appropriated local Transportation bonds (314.43515.MA30.S04.000) as approved in the County's FY 2007 Capital Improvement Program. The estimated construction cost for Segment D and the three stations is approximately \$5 million. The construction cost will be covered by the balance of the FY05 Federal Discretionary grant above, three RSTP grants (\$710,000 FY04, \$500,000 FY05 and \$500,000 FY06), a Federal SAFETEA-LU earmark with state match (\$721,050 FY06, \$744,876 FY07, \$833,536 FY08), developer and Potomac Yard Transportation Management Organization contributions (\$300,000), and local bonds (\$615,489). Construction of Segment D is anticipated to be completed and opened for operation in late FY09. Funding for the ongoing operations and maintenance of the new Busway and stations will be evaluated as part of the FY 2009 budget process.

Attachment A

Map of CC-PY Busway