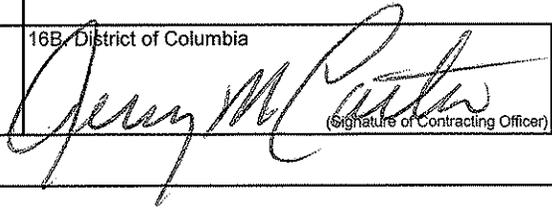


<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>			1. Contract Number	Page of Pages 1   18	
2. Amendment/Modification Number Two (2)		3. Effective Date See 16C Below		4. Requisition/Purchase Request No.	
5. Solicitation Caption DCKA-2010-Q-0145		6. Issued By: Office of Contracting and Procurement Roads and Highway 2000 14th Street NW 6th Floor Washington DC 20009			
7. Administered By (If other than line 6) DDOT Progressive Transportation Services Administration 2000 14th Street NW 5th Floor Washington DC 20009		Code			
8. Name and Address of Contractor (No. Street, city, country, state and ZIP Code)			(X)	9A. Amendment of Solicitation No. DCKA-2010-Q-0145	
				9B. Dated (See Item 11)	
				10A. Modification of Contract/Order No.	
				10B. Dated (See Item 13)	
Code		Facility			
<b>11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS</b>					
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended. <input checked="" type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. Accounting and Appropriation Data (If Required)					
<b>13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14</b>					
(X)	A. This change order is issued pursuant to: (Specify Authority) The changes set forth in Item 14 are made in the contract/order no. in item 10A.				
	B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation date, etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.				
	C. This supplemental agreement is entered into pursuant to authority of:				
	D. Other (Specify type of modification and authority)				
<b>E. IMPORTANT:</b> Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>1</u> copies to the issuing office.					
14. Description of amendment/modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)					
1. Clarification on Amendment #1:  Reference to Paragraph 5. should be deleted. The correct reference is Paragraph 6.					
2. An updated version of the Streetcar Program Management RFQ (attached) has been posted to the DDOT website that replaces the previous version.					
Except as provided herein, all terms and conditions of the document referenced in Item (9A or 10A) remain unchanged and in full force and effect					
15A. Name and Title of Signer (Type or print)			16A. Name of Contracting Officer		
15B. Name of Contractor		15C. Date Signed	16B. District of Columbia		16C. Date Signed
(Signature of person authorized to sign)				4/2/10	
		(Signature of Contracting Officer)			

# Streetcar Program Management: Request for Qualifications

## Introduction

The District of Columbia has initiated the construction of a streetcar system. The District faces a unique set of challenges and circumstances and is seeking the assistance of the private sector in delivering this streetcar system.

DDOT will require a variety of disciplines to develop an overall project delivery strategy, identify a procurement strategy, develop a financial plan, overcome unique legal challenges in the District, and a communications strategy.

The District of Columbia does not currently have the full complement of in-house staff to deliver this ambitious program and seeks the assistance of the private sector to provide program management and subject matter expertise in delivering the streetcar network. Below is a brief summary of the existing conditions.

## Existing Conditions

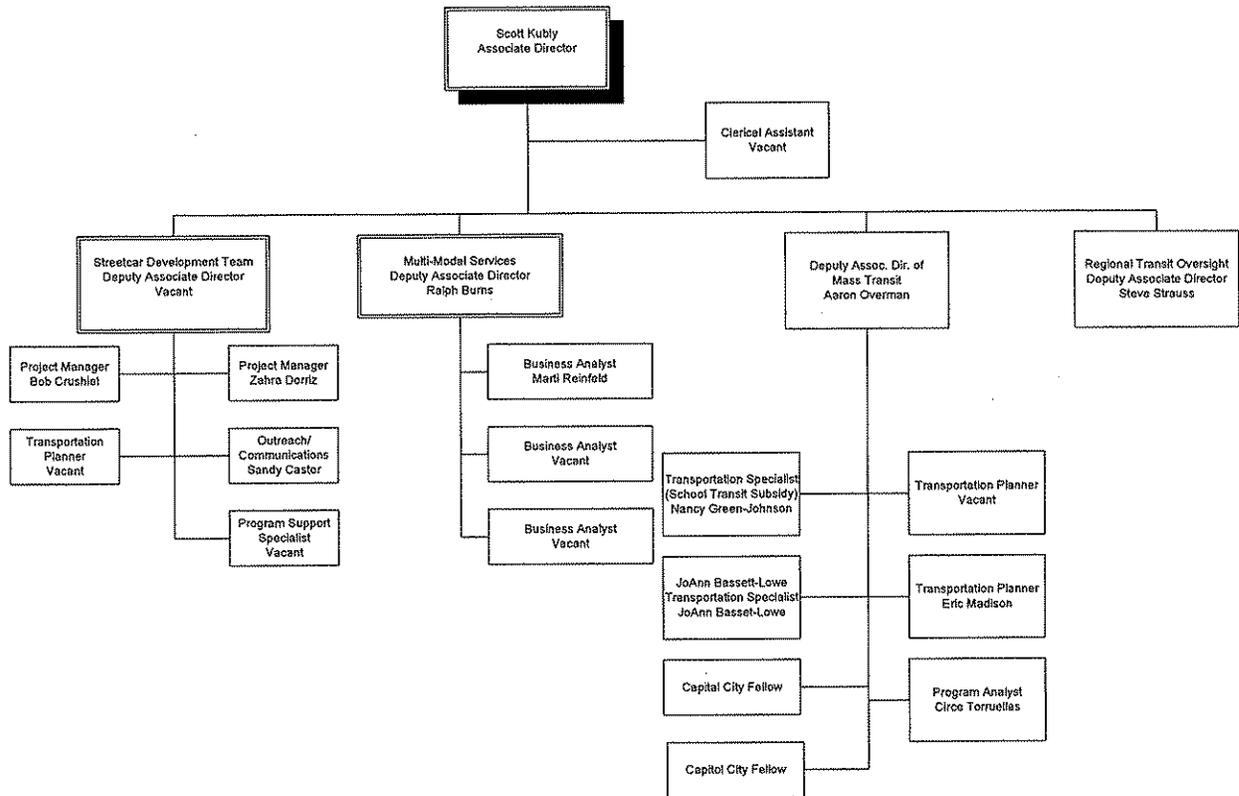
The District has embarked on construction of the first links of a 37-mile streetcar system (see Figure A). The proposed system is the result of over 14 years of planning and touches every Ward in the District. DDOT has undergone an extensive reorganization to deliver the streetcar program.

### ***DDOT Staffing:***

The District of Columbia Department of Transportation (DDOT) has created the Progressive Transportation Services Administration (PTSA) to implement the District's streetcar

program. There are four teams within PTSA: Streetcar Development; Multi-Modal Services; Mass Transit; and Regional Transit Oversight.

Progressive Transportation Services Administration Organizational Chart



The Streetcar Development Team within PTSA is responsible for all project development for the streetcar system. The Multi-Modal Service Division will ultimately manage the operations of the streetcar system. The Mass Transit Administration manages the District’s Circulator bus system, the District’s school transit subsidy program, FTA 5310 grant funding, and bus service planning. Regional Transit Oversight oversees the District’s relationship with WMATA and other regional transit providers.

DDOT is currently recruiting a Deputy Associate Director for the Streetcar Development Team.

## **Current Construction**

The District of Columbia has initiated construction of the first 2.75 miles of the 37-mile streetcar network: a two-mile segment along H St NE and Benning Rd NE, and a .75-mile segment on Firth Sterling Rd in Anacostia. These two segments are being delivered under a Design/Build approach and the District anticipates completing these segments in 2012. The District has also submitted a grant application to FTA's Urban Circulator Grant Program to extend the H St/Benning Rd line 1.95 miles to the Benning Metro Station. Finally, the District intends to initiate an environmental review for two additional segments in FY2010 (see Figure B).

### **H St/Benning Rd Line**

The H St/Benning Rd Line currently runs from the intersection of H St and 3<sup>rd</sup> St NE to the intersection of Benning Rd and Oklahoma Ave (see Figure B). DDOT initiated the trackwork as part of a roadway reconstruction. The maintenance facility, turnbacks, and power substations are under design, and DDOT is working with WMATA to procure six new streetcars to operate on this line. DDOT is also partnering with WMATA to design and construct a pedestrian passageway from the north end of the Union Station Metrorail Station to provide direct access from the streetcar terminus on H St to Union Station.

### **Anacostia Line**

The District is currently constructing a .75 mile line from the intersection of South Capitol St. and Firth Sterling to the Anacostia Metro Station at Howard Rd. The project includes a three-bay storage and maintenance facility and three modern streetcars.

The maintenance facility, as currently designed, rests on two 108-inch sewage outfalls and a 36-inch watermain. DDOT and its contractor, HNTB, are currently reviewing design alternatives to address this issue.

DDOT has completed 30% design for a segment stretching from the Anacostia Metro Station to the intersection of Good Hope Rd and MLK Ave. DDOT anticipates this segment undergoing environmental review. Based on the findings of the environmental review, the alignment represented in the 30% design may change.

### **11<sup>th</sup> St Bridge**

DDOT is in the process of constructing a replacement for the 11<sup>th</sup> St Bridge. The current bridge is a two-span freeway structure. The replacement structure will include three spans: two freeways and one local. The local span will include streetcar tracks and foundations for overhead catenary poles. The District has not designed the connection between the Anacostia Line and the 11<sup>th</sup> St Bridge.

## **Proposed Extensions**

### **Benning Rd Extension**

DDOT has submitted a grant application to the FTA as part of the Urban Circulator Grant Program to extend the H St/Benning Rd Line from the intersection of Benning Rd and Oklahoma Ave to the Benning Rd Metrorail station (see Figure C). The extension will travel over two existing bridges and one viaduct operating over freight rail tracks. This project needs to undergo an environmental review. DDOT anticipates delivering this project through a design-build contract.

### **Anacostia Line Extension (North)**

This proposed extension would extend the line three miles from its current end point at the Anacostia Metro Station to the foot of the 11<sup>th</sup> St Bridge, and from the northern end of the 11<sup>th</sup> St Bridge to the SW Waterfront area. The District anticipates initiating an environmental review for this segment in FY2010. The community surrounding this segment has significant concerns about the potential impact of streetcars on their

emerging, but struggling business District. Some efforts to obtain right-of-way along this portion of the route will likely be very challenging.

### **H St/Benning Rd Line Extension (West)**

This proposed extension would extend the H St/Benning Rd Line 1.3 miles west from Union Station to Mt. Vernon Square. This extension will present serious challenges as it will be the first line to cross areas of particular scenic and historic value. Key stakeholders have expressed concern about the preservation of these scenic viewsheds and DDOT is committed to utilizing a vehicle that can operate for limited distances without the benefit of overhead wires to provide a power supply. Despite some concerns regarding overhead wires and the preservation of scenic views, this section has a very supportive business community and offers an opportunity to generate substantial development along the streetcar corridor. The District anticipates initiating an environmental review for this segment in FY2010.

## **Additional Segments**

The streetcar system will be constructed into three phases; a number of segments are not currently in construction or proposed from planning (see Figure D). The ultimate timing for delivery of these phases will be driven by funding availability.

### **Phase 1:**

- *Anacostia Line Extension (South)* – Extends Anacostia Line south from the Anacostia Metro Station to the St. Elizabeth’s Campus.
- *H St/Benning Rd Extension (K St Centerway)* – Extends the H St/Benning Rd line from Mt. Vernon Square west on the K St Centerway to Washington Circle.
- *14<sup>th</sup> St/Georgia Ave* – A new line running north from K St on 14<sup>th</sup> St. to U St. and then north from U St. on Georgia Ave. to the Georgia/Petworth Metro Station.

- *Anacostia Line Extension (North)* – Extends the Anacostia Line north from the 11<sup>th</sup> St. Bridge along 8<sup>th</sup> St. to connect with the H St/Benning Rd line.

**Phase 2:**

- *14<sup>th</sup> St/Georgia Ave Extension (North)* – Extends the line from the Georgia/Petworth Metro Station to the Takoma Metro Station
- *Rhode Island Ave* – A new line running on Rhode Island Ave. from the Maryland/District Line to Florida Ave and then west to U St to connect with the 14<sup>th</sup> St/Georgia Ave line.
- *Anacostia Line Extension (Florida Ave)* – Extends the Anacostia Line north from H St to Florida Ave then west on Florida Ave and U St and Calvert St into Adams Morgan and Woodley Park.
- *H St/Benning Rd Extension (Georgetown)* – Extends the line from Washington Circle into Georgetown.
- *Anacostia Line Extension (South)* – Extends the line south from the St. Elizabeth's campus to Alabama Ave.

**Phase 3:**

- *Crosstown* – A new line connecting the Woodley Park Metro Station to the Brookland/Catholic University Metro Station.
- *Minnesota Ave* – A new line running from the Minnesota Ave. Metro Station to the main gate of Bolling Airforce Base.
- *14<sup>th</sup> St/Georgia Ave Extension (South)* – Extends the line from K St. South across the mall to Buzzards Point in Southwest DC.

## Vehicles

The initial streetcar fleet is three vehicles, purchased from Inekon Trams a.s., a company headquartered in the Czech Republic. These three vehicles are nearly identical to the streetcars

operating in Portland, Oregon; Tacoma, Washington; and Seattle, Washington. DDOT anticipates needing nine vehicles to operate segments currently under construction and six additional cars to operate the Benning Rd Extension.

DDOT is committed to utilizing a vehicle that can operate for limited distances (up to one mile) without the benefit of overhead power supply. This is critical to addressing the concerns of key stakeholders concerning the preservation of critical viewsheds, or areas of particular scenic or historical value.

## **Program Management Support**

DDOT recognizes that it does not currently have the capacity or capability internally to deliver this program. It is seeking the advice and support of the private sector to deliver this program. DDOT anticipates needing support in: Program Management, Planning, Operations, Financial Planning, Legal Counsel, Strategic & Project Communications, Governance & Management, and Procurement.

### ***Program Management***

The District requires assistance in developing an overall program and project management office for the DC Streetcar. DDOT envisions working with the program manager to develop a program/project management plan, strategy, and scope of work for the streetcar system outlining the scope of work and level of effort for the areas listed below. The DDOT and the Program Manager will develop a short-term strategy to ensure the successful operations of streetcar on the District's existing construction projects. They will also develop a long-term strategy for the delivery of the entire system.

### ***Planning***

Background: The District completed the District of Columbia Transit Alternatives Analysis (DCAA) for the streetcar network. This plan serves as DDOT's system plan for the DC Streetcar. The DCAA followed many of the requirements of the FTA's New Starts program, which funds

new and extensions to existing fixed guide-way transit systems. The plan, however, has not been accepted by the FTA and only limited segments of the streetcar system have been included in regional planning documents, such as the Transportation Improvement Program and the National Capital Region Long Range Transportation Plan. Currently, no segments of the streetcar system have undergone an environmental review process per NEPA.

Need: As the District advances other segments, the District will need assistance in planning, designing, and constructing these extensions. This work may entail assisting the District in procuring and managing third-parties or engaging directly in the planning, design and construction of the proposed extensions.

### ***Operations***

Background: Although the District has initiated construction on two segments of the streetcar system, it has not selected an operator. The District anticipates completing the H St/Benning and Anacostia segments in 2012, but has not identified an operator for these two segments. The District anticipates awarding a contract to operating its streetcar system. The District currently operates the DC Circulator, a 43-bus system, through a contract managed by the Washington Metropolitan Area Transit Authority. The current operator, First Transit, is in the first year of a three-year (with two option years) contract to operate the DC Circulator.

The District has not developed a formal operating plan for the streetcar segments currently under construction. However, DDOT plans to operate the streetcar for the span below:

Monday through Thursday: 6am to 12am  
Friday: 6am to 2am  
Saturday: 8am to 2 am  
Sunday: 8am to 10pm

DDOT anticipates that the Streetcar will operate on 10-minute headways throughout the day.

Need: The District will need assistance in developing operating plans for streetcar segments. In addition, it will require support in developing and procuring a long-term operating and

maintenance contract for the DC Streetcar system. It is also seeking assistance in creating a safety plan for the streetcar systems. In addition, it will need assistance in reviewing the work of Design/Build contractors to ensure that all segments designed and constructed as part of the DC Streetcar system are operable, efficient and safe.

### ***Financial Planning***

Background: All current construction is being funded using local money. The District has identified \$63M in local funding to complete the H St/Benning Rd line. It has also identified local funding to complete the Benning Rd Extension.

In addition, the District has identified the funds to complete the Benning Rd extension. The business community has also expressed an interest and willingness to create a Benefit Assessment District to fund future extensions. In addition, the District wishes to explore other innovative organizational structures that can increase the level of private financial funding.

The District submitted an application for the FTA's Urban Circulator Grant Program and is open to seeking federal funding for future streetcar segments.

Need: The District will need a broad range of financial expertise, including but not limited to: financial planning and identifying, negotiating and securing funding for the streetcar system from the federal government and private sector.

### ***Legal Support***

Background: DDOT faces several legal challenges to developing and operating its streetcar system. There is currently a ban on overhead wires within the original L'Enfant area and Georgetown. Overturning this ban will require action at both the local and federal level. The District has conducted legal research on the issue of overhead wires and operating street railroads. Those legal briefs will be made available to the program manager.

DDOT has not yet negotiated MOUs with utility companies and WMATA regarding streetcar service.

Need: The District will need legal assistance in establishing the authority to operate streetcars with and without overhead wires. It will also need assistance in developing the authority to collect revenue from the farebox and potentially from private-sector contributors. Finally, it will need assistance in negotiating MOUs with utilities and other service providers during construction and for the ongoing operations of the streetcar system.

### ***Strategic and Project Communications***

Background: The District has not developed a strategic communications plan for the streetcar system. In addition, the project has not developed a project communications plan. The lack of both of these has made it difficult for DDOT to communicate the progress of individual projects and the program to the community and interested stakeholders.

Need: The District will need assistance in developing and managing a strategic and project communications plan, developing communications collateral, and engaging key stakeholders in the community and in the local and federal government.

### ***Governance/Management***

Background: The District is exploring alternative governance and management structures as part of the development of its streetcar system. It is considering different options for both the day-to-day management of the system, as well as the structure of a governing board. DDOT will develop a business plan under the guidance of a taskforce that will guide the development of an organization that will operate the streetcar (within DDOT or a separate entity).

Need: The District will need assistance in identifying the appropriate governance and management structure for its streetcar system. No agency in the region currently operates

streetcar service, and the District does not directly operate transit service. The District views this as an opportunity to create a model governance and management structure.

### ***Procurement***

Need: The District will need assistance in drafting statements of work and reviewing proposals for a number of critical contracts, such as: operating and maintenance contracts, design-build contracts, vehicles, and planning services. DDOT anticipates existing contractors completing their work. However, the Program Manager shall coordinate and manage future procurements for the streetcar system.

### **Further Information**

The District seeks teams from the private sector to assist in the management and delivery of its streetcar network. Responders should feel free to include as part of their team disciplines that they view as necessary to deliver a streetcar system, but not delineated above.

All interested firms are invited to a pre-proposal meeting to be held on Wednesday March 24, 2010 at 10:00 AM at the Reeves Center, in the Department of Public Works 6th floor conference room.

For technical questions contact Mr. Scott Kubly at (202) 369-5886 or Ms. Marti Ann Reinfeld at (202) 673-1744. The Contracting Officer for this procurement is Mr. Jerry M. Carter. He may be contacted at (202) 671-2270.

Figure A: District of Columbia Streetcar System

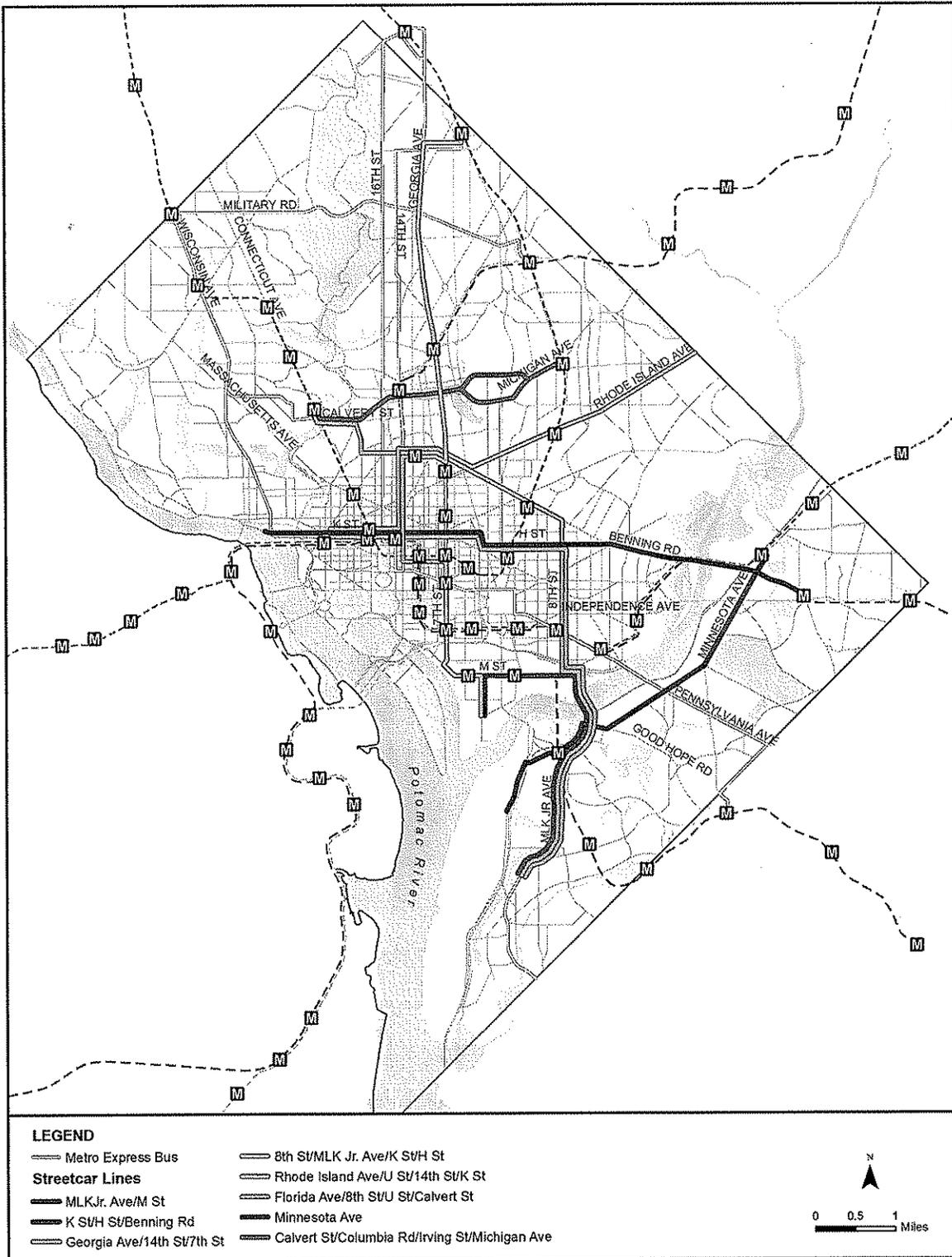
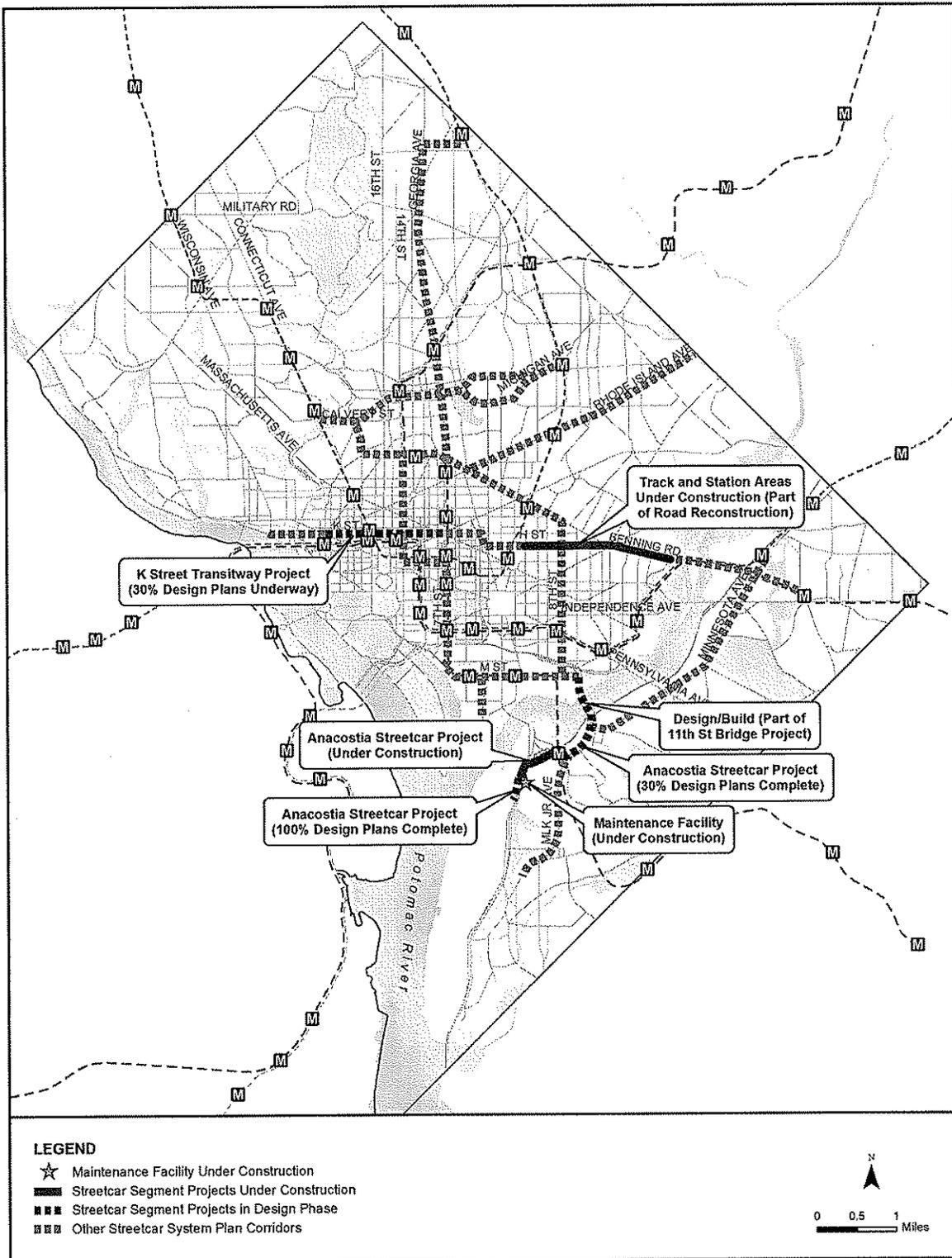


Figure B: Streetcar Segments Under Construction



**Figure C: Benning Rd Extension**

**Figure 1: Project Location and Alignment**

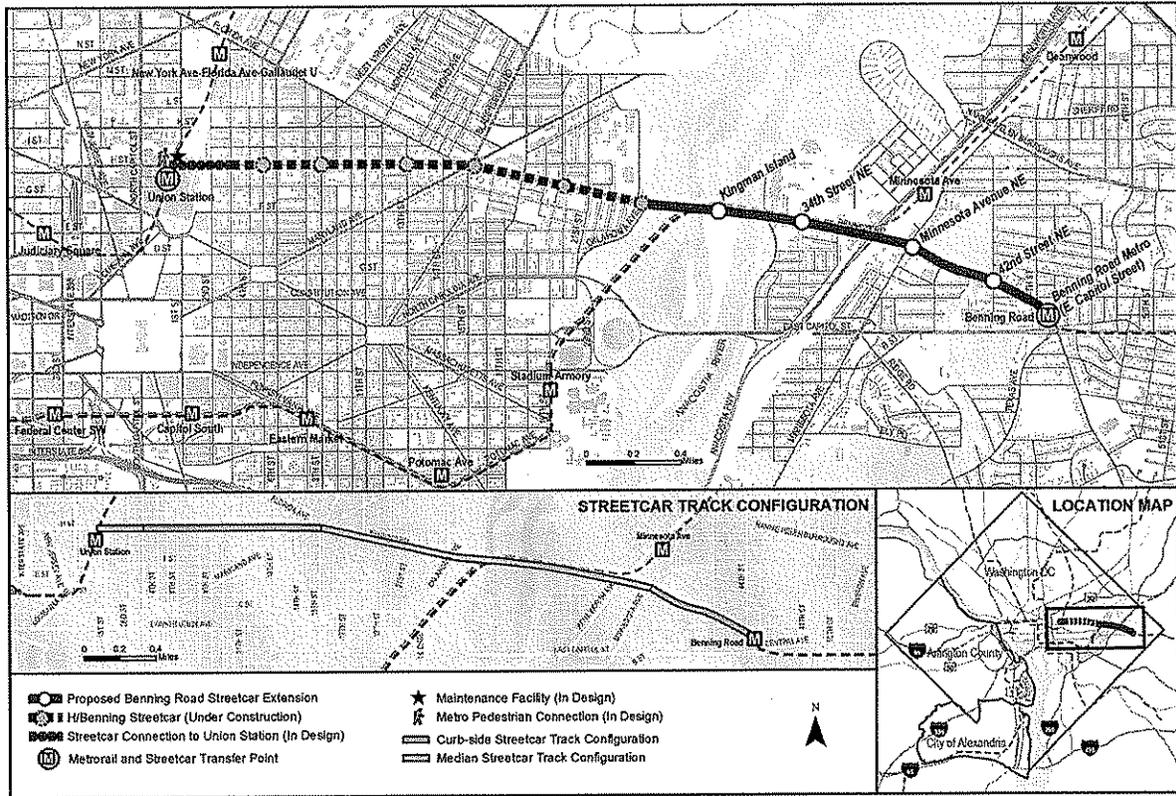
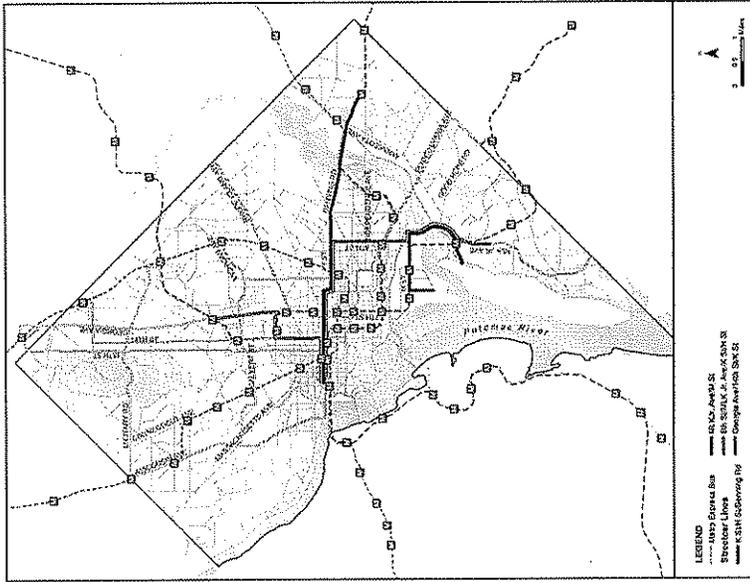
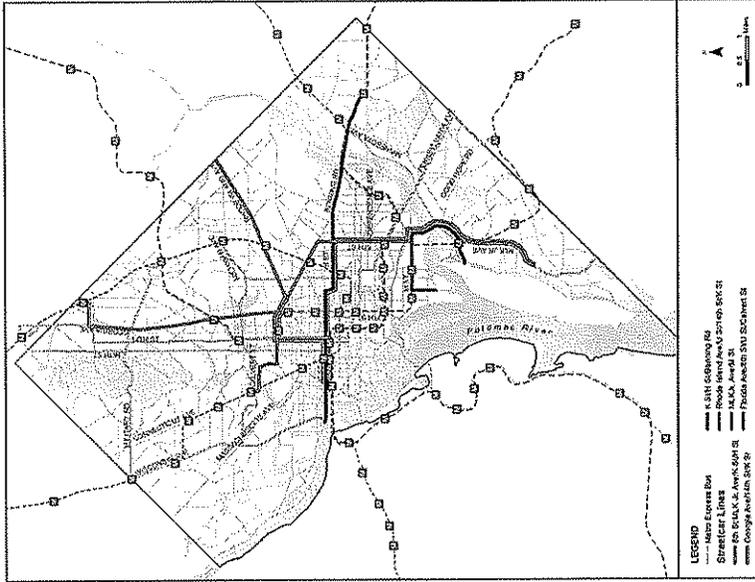


Figure D. Streetcar Phases

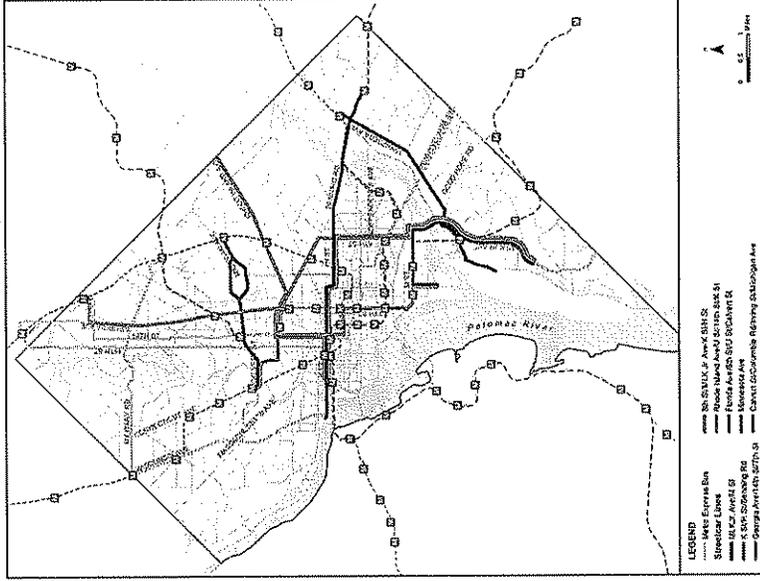
Phase 1



Phase 2



Phase 3



***Evaluation Criteria:***

**Team Experience:** Experience of specific team members (individuals) assigned to the project (in order of importance):

- Program Management
- Management
- Operations
- Financial
- Communications
- Legal
- Procurement
- Planning/Design/Construction Management

**Firm Experience:** Experience of firms in providing services in their respective fields (in order of importance):

- Program Management
- Management
- Operations
- Financial
- Communications
- Legal
- Procurement
- Planning/Design/Construction Management

**Project Understanding:** Demonstrated understanding of the District of Columbia streetcar project and its unique challenges.

**Financial Leverage:** Demonstrated experience securing federal and private funding for infrastructure projects.