



RESOLUTION #2560

- SUBJECT:** Approve Use of the Construction Manager-General Contractor Delivery Method for the L'Enfant Station and Fourth Track Project
- WHEREAS:** On September 15, 2023, through Resolution 9B-09-2023, the Virginia Railway Express (VRE) Operations Board ("the Operations Board") authorized the VRE Chief Executive Officer (CEO) to enter into a contract with Vanasse Hangen Brustlin, Inc. (VHB) of Washington, DC, for engineering and environmental services related to the VRE L'Enfant Track and Station Improvements;
- WHEREAS:** Additionally, on March 21, 2025, under Resolution 25-03-9C, the Operations Board approved a General Planning Consultant Task Order to assess the feasibility of using the Construction Manager-General Contractor (CMGC) delivery approach and procurement support services for the project;
- WHEREAS:** VHB has conducted a feasibility study evaluating three project delivery methods including Design-Bid-Build, Design-Build, and CMGC Delivery Method for the L'Enfant Station and Fourth Track Project based on fourteen (14) pre-established criteria, including: overall project schedule, construction cost, stakeholder/owner risks, public involvement, traffic management, construction means and methods, opportunities for early construction packages, contract procurement timeline, independent cost estimating, number of contract packages, owner control over design, potential for design innovation, availability of owner contracting staff, and contractor qualifications;
- WHEREAS:** VHB's evaluation concluded that the Construction Manager-General Contractor (CMGC) delivery method offers the most advantageous approach for the L'Enfant Station and Fourth Track Project, ranking highest in ten (10) out of the fourteen (14) assessed categories. In contrast, both the traditional Design-Bid-Build and the Design-Build methods consistently ranked average or lowest in all but four (4) instances and were deemed neither practicable nor fiscally advantageous for a project of this scale and complexity; and
- WHEREAS:** The VRE Operations Board concluded that the Design-Bid-Build and Design-Build methods were neither practicable nor fiscally advantageous for the project and that the CMGC project delivery method best serves the Commissions' interests and, accordingly, recommends the Commissions' approval of this method.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby find, based upon VHB's study and staff's recommendation, that the Design-Bid-Build and Design-Build methods are neither practicable nor fiscally advantageous for the project and, accordingly, approves use of the Construction Manager-General Contractor (CMGC) Project Delivery Method for the L'Enfant Station and Fourth Track Project.

Approved this 1st day of May, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer