


City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 22, 2008

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: ALLOCATION OF CAPITAL FUNDS FOR THE CONSTRUCTION OF THE NEW DASH BUS MAINTENANCE FACILITY

ISSUE: Construction of the new DASH Bus Maintenance Facility.

RECOMMENDATION: That Council authorize the capital project allocation of \$32,353,000 in VDOT Urban Funds for constructing and equipping the new DASH Bus Maintenance Facility.

DISCUSSION: In FY 2002, nearly ten acres of land was purchased by the City next to the existing DASH facility along Business Center Drive to eventually accommodate a new DASH Bus Maintenance Facility. The existing DASH maintenance facility is too small to meet DASH's current needs, and is a barrier to needed DASH service expansion. The land purchase was funded with \$5 million in VDOT Urban Funds. State funding to implement the project was then requested by the City; funds were identified and allocated for a total of \$35 million in further VDOT Urban Funds for the project. In addition to the initial DASH facility needs, additional City parking for the relocated Transportation and Environmental Services and Recreation, Parks and Cultural Activities Operations Facility employees (who are being displaced by the planned construction of the new Police facility and moved to a facility on Business Center Drive) was needed.

Once the land was purchased, initial planning discussions started leading to the structuring of a formal building planning and design process. The Design-build method was selected, as staff judged it the most cost effective way to proceed. Design-build is a method of project delivery in which the owner executes a single contract with one entity (design-builder) to provide architectural/engineering services and construction services. By contrast, with the "traditional" design-bid-build approach, the owner commissions an architect or engineer to prepare drawings and specifications under a design contract, and subsequently selects a construction contractor by competitive bidding. Design-build avoids the adversarial relationship that is often experienced between the contractor and the architect in the "traditional" approach by creating a cooperative environment under a single contract. Design-build also realigns the responsibilities and risks on a project, by dividing responsibilities/risks according to the party most capable of managing those risks, providing the City a design based on real construction costs versus design estimates.

City staff identified and selected design-build as the preferred method of delivery for the project to save time and money, through a process wherein budget, schedule and constructability are key concerns from the onset. As required by State law, the City petitioned the Commonwealth Design-Build/ Construction Management Review Board for the authority to utilize design-build for future projects and was granted the approval on July 20, 2006, marking the first time an entity was granted such authority by the State to build a facility of this kind. This request is groundbreaking, as it will fund the City's first design-build project, and is the first use of State VDOT Urban Funds for a transit facility project in Virginia. Since State VDOT Urban Funds (which also include a mix of federal funds) are being used, and design-build of a facility was a new type of project procurement for VDOT, significant negotiations and partnering with VDOT was required.

Design-build firms were pre-qualified in 2006, and the four pre-qualified, successful firms were provided the Request for Proposal (RFP) in September 2007. Several core challenges were faced by the proposing teams. The challenges included providing an operationally safe and efficient facility that had ten maintenance bays, bus fueling and washing; bus storage and parking; allowed for 96 buses initially, with expansion for up to 130 buses; employee, visitor and non-revenue vehicle parking; administrative and transportation offices; driver facilities; parking for T&ES and Recreation and Parks employees; and achieving a U.S. Green Building Council LEED Silver rating.

The City consultant's initial concept estimated the cost for all of the above items to be well above \$40 million, providing a significant challenge to the City team. This forced the City team to prioritize the facility requirements and prioritize the areas most important to the project. Two design-build proposals were received from the pre-qualified firms, with one proposal meeting all of the base requirements of the request. The City then negotiated with the proposer (Hensel Phelps) on price and other project elements until a satisfactory agreement was reached. Among the facility features are an enclosed bus storage facility for 96 buses, rooftop parking for 254 cars, as well as ground level parking for 103 cars. We expect the facility to be Silver LEED certified, and it will provide DASH with its needed offices, and indoor maintenance area.

The evaluation team's recommendation was to award the project to Hensel Phelps Design-build team for \$33,729,000. This proposal was successful because it not only met the core requirements outlined in the RFP, but provided a creative method of providing the parking requirement by designing the bus storage facility's roof to accommodate employee parking, thereby eliminating the need for a separate parking deck contributing to cost savings of \$2.5 million. On January 16, 2008, the Commonwealth Transportation Board approved the award of the contract and use of VDOT Urban Funds for the project. Hensel Phelps is a well known and respected national contractor whose most recent project in the City was the construction of the new T. C. Williams High School.

To date, neighboring civic associations and other interested parties have been briefed and have provided input to City staff as DASH facility planning progressed. The project is anticipated to come before the Planning Commission and Council for a Special Use Permit public hearing and

approval by May or June of 2008. If approved, construction will commence during the summer of 2008 and is expected to be completed by the fall of 2009.

FISCAL IMPACT:

The facility budget totals \$40.5 million with the \$37.2 budgeted for the building design, construction, furniture, fixtures and equipment. A construction contingent of \$3.3 million is also part of the DASH facility capital budget. The funding is a mix of VDOT Urban funds and City funds. The \$34.3 million is the maximum amount of funds that the City was able to have allocated by the State for this project. This left a \$6.2 million balance needed to be funded with City funds. Aside from the \$3.3 million contingent which is funded with City funds (meaning that any remaining contingent after the project is completed would be able to be reallocated for other City purposes), there is also \$2.2 million in City funding for facility construction which includes the added costs to provide the parking for City employees on the facility roof. The source of these City funds is the site acquisition and development funds that were set aside initially for land acquisition for the Police Department facility. Those funds are being used for site development and relocation of other City facilities in the Business Center Drive area (T&ES and Recreation maintenance).

The following table outlines the sources of funding and the proposed uses¹:

<u>Sources:</u>		<u>Uses:</u>	
VDOT Urban Funds	\$34,300,020	Design Fees	\$ 2,700,000
City Match to Urban Funds ²	699,980	Base Building & Site	33,729,000
City Funding - Facility	2,229,000	Furniture, Fixture & Equip.	800,000
City Funding - Contingent	<u>3,271,000</u>	Contingency	<u>3,271,000</u>
 Total Sources:	 \$40,500,000	 Total Uses:	 \$40,500,000

ATTACHMENTS:

- Attachment 1 - Concept Aerial View
- Attachment 2 - Concept Elevation

STAFF:

- Edward Mandley, Director, General Services
- Jeremy McPike, Division Chief, General Services
- Alfred Coleman, Division Chief, General Services
- Sandy Modell, General Manager, Alexandria Transit Company
- Rich Baier, P.E., Director, Transportation and Environmental Services
- Tom Culpepper, Ph.D., P.E., Deputy Director, Transportation and Environmental Services
- Stephen Gordon, Ph.D., Purchasing Agent, Finance

¹ Excludes purchase of land in FY 2002 using \$5.0 million in VDOT Urban Funds.

² NVTAFunds allocated to the City will be the source of the match.

ATTACHMENT 1 – CONCEPT AERIAL VIEW



ATTACHMENT 2 – CONCEPT ELEVATION



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2-26-08



DASH Bus Maintenance Facility Project

Capital Allocation Request
Presentation to City Council
February 26, 2008

DASH Bus Maintenance Facility Project

- Project Location



DASH Bus Maintenance Facility Project

- 9.7 acres of land acquired in 2002
- Urban Funds are identified as the primary source to fund the new DASH Facility.
- This marks the first time Urban Funds are used for a transit facility project in Virginia.

DASH Bus Maintenance Facility Project

- Design-Build Utilization
 - Design-build is a method of project delivery in which the owner executes a single contract with one entity (design-builder) to provide architectural/engineering services and construction services.

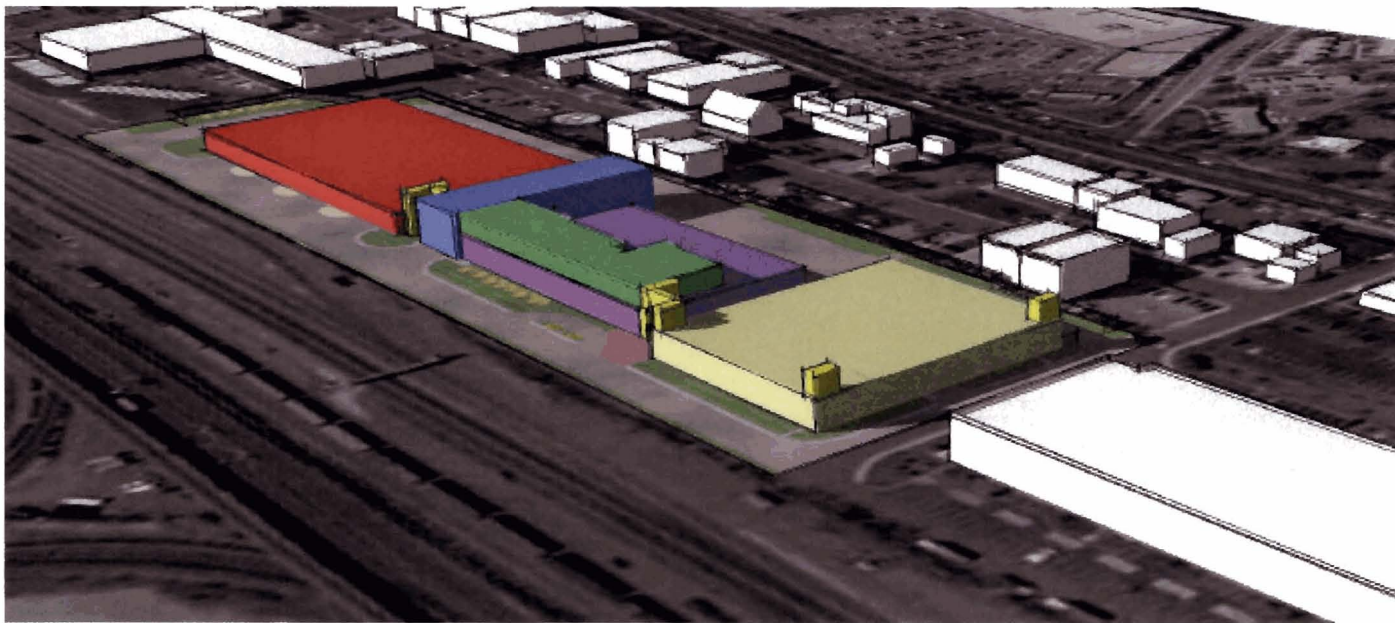
DASH Bus Maintenance Facility Project

■ Scope of Work

- Provide ten maintenance bays,
- Bus storage, fueling, washing and parking; provide space for 96 buses initially, with expansion for up to 130 buses;
- Provide employee, visitor and non-revenue vehicle parking;
- Administrative and transportation offices; driver facilities; and
- Achieve a US Green Building Council LEED Silver rating.

DASH Bus Maintenance Facility Project

- Initial Site Massing Concept



DASH Bus Maintenance Facility Project

- Initial Concept estimate was over \$40 million
- Forced City Team to prioritize to achieve a cost effective solution.

DASH Bus Maintenance Facility Project

- Concept by Hensel Phelps



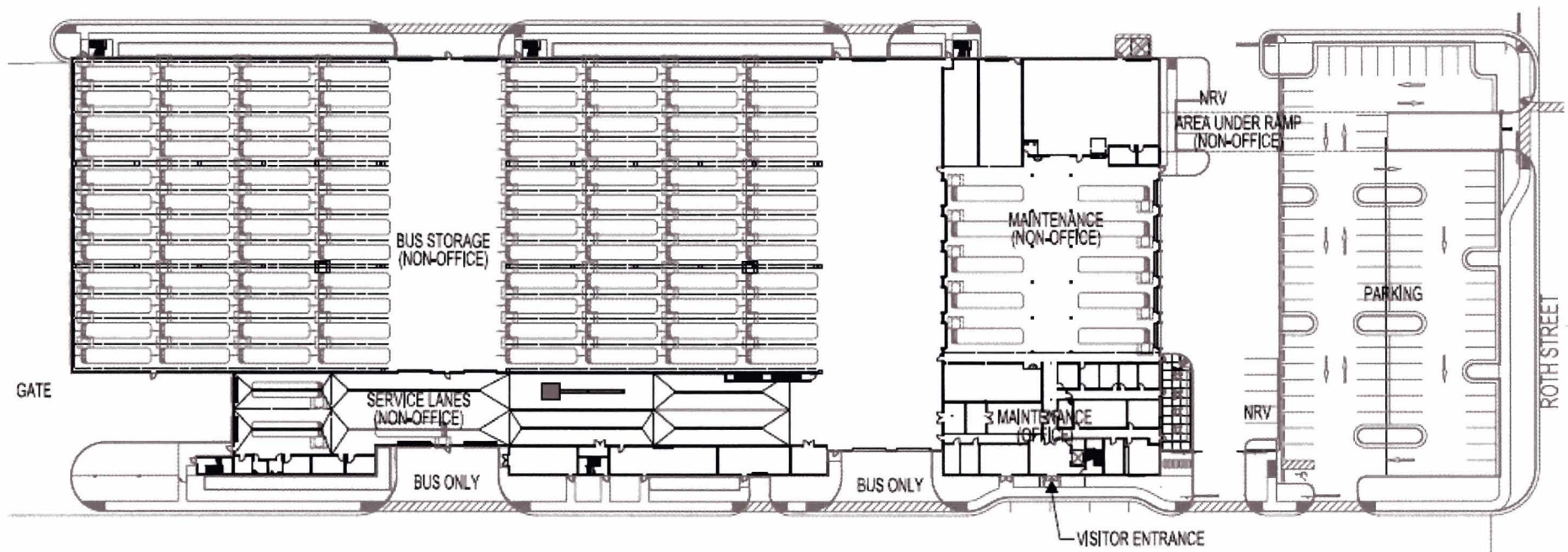
DASH Bus Maintenance Facility Project

- Concept Elevation from Business Center Drive



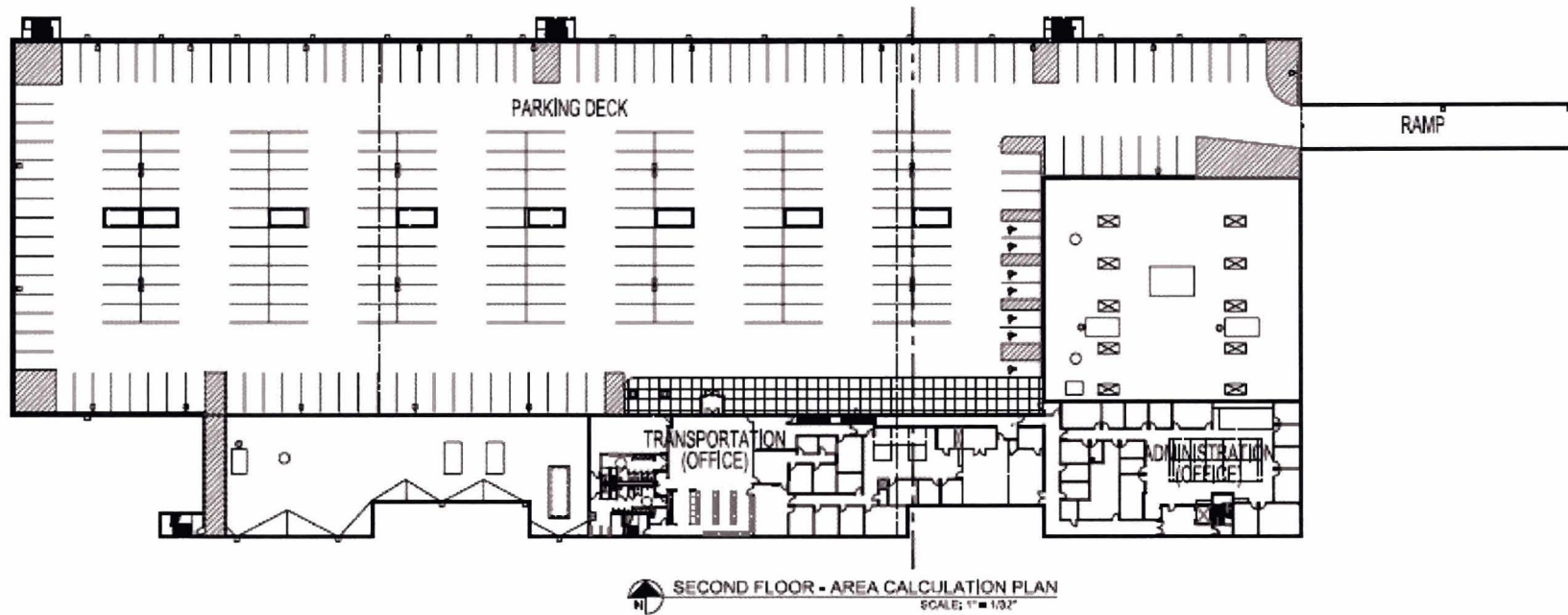
DASH Bus Maintenance Facility Project

- Floor plan – 1st floor



DASH Bus Maintenance Facility Project

- Floor plan – 2nd floor



DASH Bus Maintenance Facility Project

Budget

■ Sources:

■ VDOT Urban Funds	\$34,300,020
■ City Match (NVTA \$)	\$699,980
■ City Funding - Facility	\$2,229,000
■ City Funding – Contingency	<u>\$3,271,000</u>
■ Total Sources:	\$40,500,000

■ Uses:

■ Design Fees	\$2,700,000
■ Base Building & Site	\$33,729,000
■ Furniture, Fixture & Equip.	\$800,000
■ Contingency	<u>\$3,271,000</u>
■ Total Uses:	\$40,500,000

DASH Bus Maintenance Facility Project

Schedule

- Present for Special Use Permit by May/ June 2008
- Groundbreaking May/June 2008
- Project Completion by Fall 2009

DASH Bus Maintenance Facility Project

