

RFOQ

SILVER LINE PROJECT PHASE II: ASHBURN AND RESTON TOWN CENTER METRORAIL STATIONS PUBLIC ART PROJECT



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REQUEST FOR QUALIFICATIONS REQUIREMENTS

PROJECT INFORMATION-REQUEST FOR QUALIFICATIONS STATION PLATFORM REHABILITATION PROGRAM

NOTICE TO OFFERORS

PROJECT DESCRIPTION: Silver Line Project Phase II – Reston Town Center and Ashburn Metrorail Stations Art Projects

DIRECTIONS TO SUBMITTING QUALIFICATIONS: Please read carefully and comply with the instructions and submission requirements set forth in this Request for Qualifications and all Amendments to be submitted for consideration.

- Qualifications for the Work described herein shall be submitted to the Contract Administrator through the Washington Metropolitan Area Transit Authority (WMATA, herein referred to as the “Authority”) Project Management Software System (Procore). **Access to the Authority’s ProCore will be made available to the Applicant upon receipt of an e-mail sent to the Contract Administrator** with the Proposer contact name, e- mail address, company name, and company physical address.
- Qualifications must be submitted through ProCore before 12:00 PM (local time) on November 24, 2019.

Any Qualification submitted which modifies or fails to conform to the requirements of this RFQ shall be considered non-responsive and categorized as unacceptable.

- The applicant(s) name(s) must appear on all materials submitted

All questions shall be directed to the Contract Administrator, Mr. Robert Dixon, rdixon@wmata.com

QUALIFICATIONS MUST SET FORTH FULL, ACCURATE AND COMPLETE INFORMATION AS REQUIRED BY THIS REQUEST FOR QUALIFICATIONS INCLUDING ALL AMENDMENTS.

BACKGROUND:

WMATA's Art in Transit Program incorporates artworks and provide performances at the Authority's transit facilities to enhance public spaces and provide high-quality arts experiences for transit customers and the public. The Art in Transit Program is committed to working with artists, other arts professionals, architects, engineers, community representatives, and jurisdictional arts councils to develop projects that reflect the spirit and vitality of the arts and communities in the Metro service area.

The Art in Transit Program:

- Utilizes the Authority transit environment as a place where customers and the public can enjoy the arts as a regular part of their daily lives.
- Contributes to the reputation of the region as a place where art abounds, and where the artistic interests of its communities are recognized, valued and celebrated.
- Encourages public-private partnerships to support art projects that may not be achieved independently.
- Mitigates the impact of construction on surrounding communities by incorporating visual artwork into the preparation and building phases of new transit projects.
- Increases enthusiasm and support of the Authority and its interest in serving the public.
- Encourages ridership by deterring vandalism and increasing safety and security

For information about WMATA's Art in Transit Program, please visit

<https://www.wmata.com/initiatives/art-in-transit/>

INTRODUCTION:

The Authority's Art in Transit Program (AIT) is soliciting qualifications from accomplished artists or artist teams to create site-specific public artworks, funded by the Metropolitan Washington Airports Authority (MWAA), for the future Reston Town Center and Ashburn Stations on the Silver Line in Fairfax and Loudoun County, Virginia.

The following is a RFQ from interested Artists/Artist teams who wish to be considered for a procurement that will include design, construction services, and installation associated with the realization of site-specific artworks.

PART 1 – REQUESTS FOR QUALIFICATION (RFQ) AND GENERAL STATEMENT OF WORK:**A. TWO-PHASE SELECTION PROCESS**

The selection and creation of the Reston Town Center and Ashburn Stations site-specific artworks will be procured utilizing a Two-Stage Selection process. This selection process will be accomplished utilizing one solicitation covering both phases hereinafter referred to as **Stage 1** and **Stage 2**.

The maximum budget for the site-specific art project for each station is not to exceed \$250,000; all inclusive of design (artist fee included), construction, and installation as well as other miscellaneous costs. The budget for artwork as outlined in this Call to Artists is subject to the availability of funds.

STAGE 1:

Requires Artists/Artist teams to prepare and submit Qualifications as appropriate for the scope of work and Qualifications Submittal requirements set forth in the solicitation. An artist selection panel led by AIT and comprising art and design professionals and community representatives, intends to select at least three (3) best artists/artist teams per station as determined by this RFQ's evaluation criteria.

The three (3) selected Artists/Artist teams will receive a \$1,500 design fee to prepare and submit a site-specific artwork proposal that will comply with the prescribed concepts. These Artists/Artist teams will then proceed to STAGE 2 of the selection process.

STAGE 2:

AIT will invite the selected Artists/Artist teams whose qualifications are deemed acceptable to receive detailed contract information for the purpose of submitting site-specific, Stage 2 artwork proposals. The Authority expects the proposals to include all premiums required to complete the project on or ahead of the schedule listed in the present RFQ.

As part of the proposal, the Artists/Artist teams are expected to provide a site-specific design and estimated costs for engineering and architectural services, technical, professional, clerical and other services necessary as well as schedules required for the fabrication and installation to complete the artwork. The Artists/Artist teams experience and professional record should provide convincing evidence of ability to successfully complete the project as proposed.

An Artist Selection Panel led by AIT will rank each site-specific artwork based on the evaluation criteria listed in this RFQ.

B. CONTRACT AWARD

The Authority's Office of Material and Procurement (PRMT) will enter into negotiations with the top ranked Artists/Artist teams to finalize the contract award process. If PRMT personnel are unable to reach agreement with the top ranked artist/artist team, they will end negotiations and begin negotiations with the next ranked artist/artist team.

The Authority reserves the rights to either award one contract for the Reston Town Center Station and a second contract for the Ashburn station, or a single contract for both stations as outlined in this RFQ should it be deemed in the Authority's best

interest.

PART 2 – PROJECT OVERVIEW:

A. SILVER LINE PROJECT

The Cooperative Agreement, dated August 7, 2013, between the Authority and MWAA stipulates that each Metrorail station of the Phase 2 Dulles Corridor Metrorail Project (Reston Town Center; Herndon; Innovation Center; Washington International Dulles Airport; Loudoun Gateway; Ashburn), shall include one art installation under the Authority's Art in Transit program.

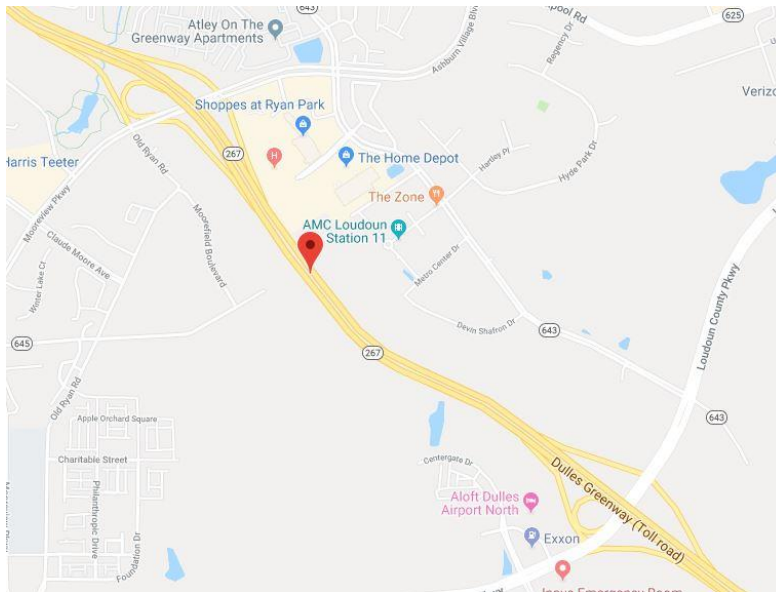
The MWAA is managing the design and construction of the Silver Line Project, a 23-mile two-phase 11-station extension to the existing Metrorail system, which will be operated by the Authority. The Silver Line connects to the Orange Line East Falls Church station and extends to Washington Dulles International Airport and west to Ashburn, Virginia in eastern Loudoun County. Construction on Phase 2, consists of six stations that will serve the Reston-Herndon area of Fairfax County, Dulles International Airport, and eastern Loudoun County. Three of these stations are located in Fairfax County, including **Reston Town Center**, and three are in Loudoun County, including **Ashburn**.

For each of the Silver Line Project Phase II stations, AIT organizes and facilitates an Artist Selection Panel to select a site-specific work of public art for incorporation in nonrevenue areas at each of the six stations in Phase 2 of the Silver Line. The panel includes representatives of MWAA, Fairfax County Department of Transportation, the Arts Council of Fairfax County, Public Art Reston, WMATA, as well as Virginia based architects and visual art professionals.

Four artists have already been commissioned to create artwork for four Phase 2 Metrorail stations. Through this RFQ, the Authority is seeking to select Artists/Artist teams to create site-specifics, integrated artwork for the Silver Line Phase II Reston Town Center and Ashburn Stations. The artist(s)/Artist team(s) selected through this RFQ will collaborate with AIT, the Authority's Silver Line Project Office, MWAA, and the design-build contractor to design and create an artwork.

For more information about the Dulles Corridor Metrorail Project, please visit <http://dullesmetro.com/>

B. ABOUT THE RESTON TOWN CENTER AND ASHBURN STATIONS



The **Ashburn Station** will serve Ashburn, Loudoun Station development, Moorefield Station development, and Brambleton.

Location: In the median of the Dulles Greenway near the intersection Route 772 (Ryan Road)

Type of Station: At-Grade

Station Facilities:

Pedestrian bridges and station entrance pavilions from both sides of Dulles Greenway; Bus drop-

off/pickup (both sides); Kiss & Ride (both sides); Park & Ride facilities for approximately 3,000 cars (1,500 on each side); 24 bicycle racks, including 11 in the parking structure) and 5 bike lockers on the north side; 27 bicycle racks on the south side



The **Reston Town Center Station** will serve the west Reston area and Reston Town Center.

Location: In the median of the Dulles Airport Access Highway/Dulles Toll Road just west of the Reston Parkway overpass

Type of Station: At-Grade

Station Facilities:

Pedestrian bridges and station entrances from both sides of the Dulles

Airport Access Highway/Dulles Toll Road; Bus bays (both entrances); Kiss & Ride (both entrances); 28 bicycle racks, 6 lockers on north side; 10 racks and five lockers on south side.

PART 3 – SITE-SPECIFIC PUBLIC ARTWORKS PARAMETERS AND GOALS:

The Authority has a history of, and expectation for design excellence and is seeking to obtain unique, memorable, and engaging site-specific, public artworks for both the Ashburn and Reston

Town Center Metrorail stations. The Artist/Artists teams shall develop aesthetically attractive public artworks that capture the Authority's mission and reflect the artistic, cultural and/or historical interests of the surrounding communities. Consideration shall be given to creative uses of materials, massing, scale, form, texture, and detailing. Artworks shall be visually attractive, innovative, as well as durable. The selected site-specific artworks should impart a sense of pride within the local community and provide a stimulating and attractive environment for the people who will experience the artworks on a daily basis.

The artist selection panel seeks a pool of applicants with a successful history of public art and collaboration with public agencies and/or design build projects.

A. DESIGN PRINCIPLES

Select finalists will be asked to consider the following principles when developing their design:

- Quality of the Work and durability of Materials
- Enduring aesthetics
- Site-specificity/Relationship to existing architectural, landscape, natural, and social features
 - Gateway or landmark to a traveler's journey
 - Consideration of the sites (Silver Line, Fairfax County and Loudoun County)
 - Consideration of the Authority's role and history
 - Relationship to other artworks in the vicinity
 - Honors and does not conflict with the existing architecture of the Silver Line stations
 - Future development plans for the area
- Appropriate scale/Artwork proportional to scale and volume of the space
- Visibility and Public accessibility
- Safety/Structural and surface soundness
- Resistance to theft, vandalism, weathering and excessive maintenance
- Low maintenance with minimal ongoing maintenance and operational costs
- Space activation
- Technical feasibility
- Operational costs
- Suitability for diverse public
- Abides by principles of Universal Design

B. CHALLENGES AND SITE CONSIDERATIONS

The Authority has identified the following key areas at each Metrorail station (outlined below) as potential sites for the artworks. These sites have been identified so as to not conflict with the daily operation and activity of the stations and to create the best experience for the customers and the public once the stations are completed.



Locations for Public Art RFQ

Due to the advanced stage of constructions of the stations, the Authority has identified the following locations within the stations as recommended potential sites for artworks. These locations will allow for a better integration of the artworks within the existing structure. The Artists/Artist Teams should carefully study the locations listed and illustrated below and clearly identify which location(s) they are considering in their response to this RFQ. *(Note that dimensions of these spaces and additional information will be provided to semifinalists asked for a proposal.)*

1. Pedestrian bridge ceilings
2. Glazed storefront/clerestory in entrance pavilions

1- Pedestrian Bridges Ceilings:

For this location, the Artists/Artist teams are asked to consider the ceiling of both pedestrian bridges

Design Challenges and Requirements

- No kinetic elements are allowed
- Maintain visibility of all way finding signage
- Customers entering the stations from either side should be able to experience Proposed artwork.
- Take into consideration natural and artificial lighting
- Proposed artwork cannot hinder sight lines or negatively hinder passenger flow
- Do not distract attention of motorists below
- Bridges sides are open to the elements

2- Glazed Storefront Clerestory- Entrance Pavilions:

For this location, the Artists/Artist teams are asked to consider artwork proposals that can be enjoyed from both inside and outside the station at both entrance pavilions.

Design Challenges and Requirements

- While upper level of the entrance pavilions is designed to receive glazing, the space is connected to the pedestrian bridges with sides are open to the elements
- The handrails cannot be touched
- Maintain visibility of all way finding signage
- Proposed artwork can not hinder sight lines or take up too much floor space so as to negatively hinder passenger flow

- Proposed artwork must consider both natural and artificial lighting

1- Pedestrian Bridge Ceilings:



2- Glazed storefront/Clerestory- Entrance Pavilions:



C. MATERIALS & MEDIA

The selection panel will consider all artwork in all media and materials. All artworks considered must meet the Authority/IBC standards for fire retardation, safety, lifecycle requirements, materials and structural adequacy.

D. MAINTENANCE & DURABILITY

Finalists will be expected to consider the issues of long-term conservation and maintenance of public art, along with time and budget. Public art projects should be fabricated of highly durable, low-maintenance materials. Semifinalists are encouraged

to consult with a professional conservator prior to the submission of a final proposal. Artist proposals awarded contracts will be reviewed by the Authority and the Review Panel including experts in Construction and Engineering to ensure conformity with the Authority's standards of maintenance and durability, as well as ADA standards

PART 4 - REQUEST FOR QUALIFICATIONS SUBMITTALS AND EVALUATION PROCEDURES:

Artists/Artist Teams shall submit the following during each phase of the selection process:

Stage 1:

To prepare and submit qualifications material that include:

- A. A statement of Interest that briefly outlines the Artists/Artist Teams' interest in the present RFQ and experience working on similar projects (2000 characters maximum).
- B. 1-2-page current résumé that highlight the Artists/Artist Teams' professional accomplishments. If applying as a team, please submit one résumé per team member. Résumés longer than 1-2 page will not be considered.
- C. Résumés should be PDF files formatted as follow: file name to be artist last name. and first initial (i.e.: Smith.J.pdf)
- D. Up to 10 digital images of previously completed artworks (file format?) along with a one-page list of the images specifying the title, media, location and year created for each work of art.

Stage 2:

To prepare and submit a site-specific artwork proposal (the "Proposal"), which shall be sufficiently clear and detailed to enable the Authority and the Art Review Panel to understand and evaluate it without assistance from the Artist. The Proposal shall include:

- A. Drawings/renderings to illustrate the proposed, site-specific Artwork and its integration into the Station. The location(s) of the Artwork and the sizes, materials, colors and finishes of the Artwork and, as applicable, of the Artwork site(s), including installation considerations, shall also be indicated. (Installation may be performed by Artist and/or by a contractor; this will be determined during the design phase.)
- B. A written explanation of the proposed Artwork and the design approach for integrating the Artwork into the Station. Include, as applicable, a general description of architectural, engineering, and other professional work which will be needed to implement the Proposal.
- C. A detailed preliminary estimate of the total cost of the Artwork, which shall not exceed the Art in Transit art budget for each of the stations, which is currently estimated at \$250,000, including the Artist's fee under this Agreement. The artist fee must not exceed twenty-percent (20%) of the proposed artwork budget.
- D. The Artists/Artists team must detail their experience, and the experience of possible

sub-contractor(s), on project(s) of similar size and complexity, and constraints. Provide a list describing similar projects completed by the Contractor within the last 10 years or currently in progress and a list describing similar projects completed by the designer within the last 10 years or currently in progress. Each list of projects shall include:

- Name and location of project
- Name of the owner
- Name and phone number of contact person
- Value of contract
- Percentage of Contract that was self-performed
- General description of the project

Artists/Artist Teams are advised that the Authority reserves the right to contact any and all clients and agencies listed.

- E. The cost estimate shall include, as applicable, Artist's fee and the following Artist/subcontractor/vendor costs: engineering, materials, fabrication, crating, storage, shipping to the Station, all insurance, installation, artist's supervision of the installation, and documentation. The cost estimate shall be supported by written estimates from vendors for all cost- significant (in WMATA's judgement) products/services. The Work includes survey, design, and construction of the Project as indicated in the Contract Documents for similar station, track, and ancillary work included in this RFQ.

Failure to submit any or all of the requested information may result in the rejection of the Artists/Artist Team's submission.

PART 5 – EVALUATION PROCEDURES

Each RFQ submission will be reviewed and evaluated individually by the Artists Selection Panel and the Authority in accordance with procurement policy and procedures highlighted in this RFQ.

Qualifications will be evaluated by their strengths, weaknesses, and deficiencies against the evaluation factors and these attributes will be communicated to the Applicants for follow-up action as appropriate. The Applicants shall describe in detail the means and methods of prosecuting the Work described in this Statement of Qualifications.

The Art panel will be using the following criteria to evaluate each artist/artist's team submission during stage 1 and stage 2 of the selection process:

- **Quality of the Work:** High quality artwork is determined by recognized arts professionals such as curators, arts administrators and artists qualified to evaluate contemporary artist portfolios, credentials and/or proposals.
- **Site-specificity:** An artist's concept and the physical artwork are integrated into the project and should relate to the project site, immediate landscape, urban fabric, and/or surrounding communities.
- **Durability of Materials:** Artworks in transit systems may be subject to a variety of harsh

conditions including impact from pedestrian traffic, build-up of soot and grime, a range of climate conditions, and potential vandalism. Durable materials should be used that attain the optimum degree of maintainability and proven ability to withstand the challenging transit environment and specific environmental conditions of the area. Artwork should need minimum maintenance.

- Originality of approaches and methodologies used to convey meaning through art
- Artist's ability to complete the project in view of past commissions and Resume

In addition to the above criteria, the Art panel will take in the following when ranking the finalist during the stage 2 of the selection process:

- Review each project for its feasibility
- Review convincing evidence of the artist's ability to successfully complete the work as proposed.
- Additionally, each project will be reviewed for the following factors include, but are not limited to:
 - Project budget
 - Timeline
 - Past work experience
 - Soundness of materials
 - Community engagement
 - Knowledge of applicable zoning, construction, and design guidelines
 - Artistic excellence, originality and creativity of proposal

PART 6 - PROJECT SOLICITATION SCHEDULE

The solicitation schedule for this project is as follows:

Stage 1 –

Request for Qualifications posted	October 18, 2019
Pre- RFQ closed, Qualifications Due	November 24, 2019
Qualifications Evaluation/Selection of semi-finalists	November 25-December 20, 2019

Stage 2 -

Release of additional information for selected finalists	December 23, 2019
Site Specific Design proposal due Date	January 17, 2020
Semi-finalists interviews/presentations	TBD
Projected decisions on awarded proposals	TBD

PART 7 – ELIGIBILITY

This Call to Artists is open to all artists with site-specific public art experience. Qualified artists will be considered regardless of race, color, creed, national origin, sex, sexual orientation or age.

PART 8 – BUDGET

All finalists are expected to stay on budget and to complete work and installation in a set time frame to meet the deadlines of Silver Line Phase II construction project. The budget for each station is \$250,000.00.

PART 9 - RIGHTS AND OBLIGATIONS OF WMATA

- A. WMATA reserves to itself all rights (which rights shall be exercisable by WMATA in its sole discretion) available to it under applicable law, including without limitation, the following, with or without cause and with or without notice:
 - 1. The right to revise, amend, cancel, withdraw, postpone, or extend the RFQ in whole or in part at any time, without incurring any obligations or liabilities;
 - 2. The right to issue a new RFQ;
 - 3. The right to reject any submittals and responses received at any time;
 - 4. The right to modify all dates set or projected in this RFQ;
 - 5. The right to terminate evaluations of responses received at any time;
 - 6. The right to suspend and terminate this RFQ, at any time;
 - 7. The right to waive or permit corrections to data submitted with any response to this RFQ;
 - 8. The right to issue addenda, supplements, and modifications to this RFQ;
 - 9. The right to permit submittal of addenda and supplements to data previously provided with any response to this RFQ;
 - 10. The right to hold meetings and conduct discussions and correspondence with one or more of the Respondents responding to this RFQ to seek an improved understanding of the responses to the RFQ.