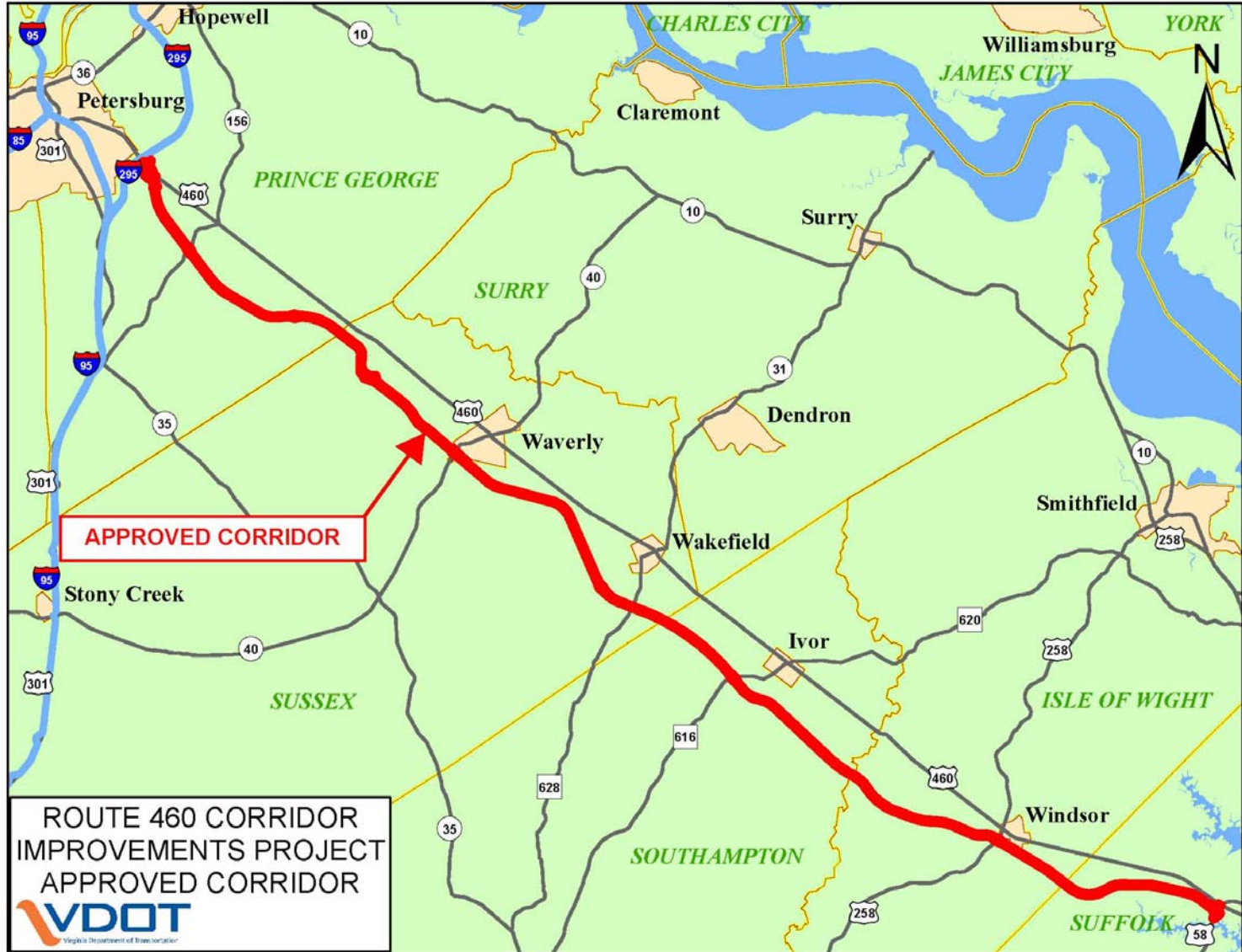




**Route 460 Corridor Improvement Project  
Independent Review Panel (IRP)  
Briefing to the  
Commonwealth Transportation Board (CTB)**

**Chief Deputy Commissioner  
Charlie Kilpatrick, P.E., IRP Chairman  
January 19, 2011**

# Project Description



## Project Objectives

- Improve travel safety along the corridor
- Create a westbound emergency evacuation route for Hampton Roads
- Accommodate increases in freight movements along the corridor
- Improve military strategic connectivity

# Project Background

- 1994 – TransAmerica Study (Beckley WV to Hampton Roads VA)
- 1998 – Virginia and West Virginia completed a joint study
- 2000 – Virginia Transportation Act designated Route 460 as a high priority corridor between Petersburg and Suffolk
- 2003 - Legislative requirement to procure project under the Public-Private Transportation Act (PPTA)
- 2006 – VDOT initiated procurement
- 2008 – Final Environmental Impact Statement and FHWA issued Record of Decision
- 2010 – Initial procurement terminated due to changed economic conditions
- 2010 – New procurement initiated

# Project Overview – PPTA Procurement Process

- **Solicitation for Conceptual Proposals**
- **Three Conceptual Proposals Received**
  - 460 Partners Inc.
  - Cintra Infraestructuras, S.A.
  - MultiModal Solutions, LLC
- **Quality Control Phase**
- **Eleven Member Panel Selected by the Secretary of Transportation**
- **Panel held Three Meetings**
  - All meetings open to the public
  - Held at various locations along the corridor
  - Two dedicated to public comments

## Purpose of the IRP

- **Review and evaluate conceptual proposals based on the evaluation and selection criteria included in the Solicitation for Conceptual Proposals**
- **Consider input from Affected Jurisdictions, VDOT Staff, Offeror Presentations, and Public comment on the proposals and the procurement**
- **Determine if Offeror teams are qualified to advance to the next phase of the procurement**
- **Develop any other recommendations, for consideration, that are necessary or desirable to successfully implement the project**

# IRP – Qualifications Review

Priority 1 ✓	Priority 2 ✓	Priority 3 ✓	Priority 4 ✓
<p><b>Financial Capacity</b></p> <ul style="list-style-type: none"> <li>•Sufficient equity and debt capacity</li> <li>• Ability to provide sufficient performance security</li> <li>•Current financial performance</li> </ul>	<p><b>Financial Experience</b></p> <ul style="list-style-type: none"> <li>•Direct and Relevant Team Member Experience</li> </ul>	<p><b>Technical Experience</b></p> <ul style="list-style-type: none"> <li>•Relevant Team Member Experience</li> <li>•Prior Work Experience</li> </ul>	<p><b>Conceptual Finance Plan</b></p> <ul style="list-style-type: none"> <li>•Viable Project Approach</li> <li>•Viable Financial Plan*</li> </ul>

**\*Note: The IRP concluded that none of the proposals are financially viable without a sizable public contribution.**

## IRP Recommendations

- The CTB should establish the maximum amount to be provided as the Commonwealth contribution and include in the Request for Detailed Proposals (RFDP).
- The IRP recommends advancing each Offeror's Conceptual Proposal to the next phase of the procurement as each Offeror has been determined through the IRP's evaluation to have significant experience and the financial capacity to develop the proposed Route 460 Corridor Improvements Project.
- The Department should work closely with the Offerors in the next phase of Project procurement to evaluate innovative financing alternatives and a substantially lower project cost to seek the best value for the Commonwealth.



## IRP Recommendations Cont'd

- **The Department should define the terms and conditions of a concession-based agreement that provide best value for the Commonwealth; provide all technical requirements; and define a base scope that requires the submission by each Offeror of a binding RFDP.**
- **The Department should develop a base scope for the Project that substantially reduces the cost of project, substantially improves financial feasibility, responds to design and location concerns expressed by the public, and does not include the tolling of other transportation facilities or fees impacting the Port of Virginia.**

## IRP Recommendations Cont'd

- **The RFDP should request that proposers fully detail any improvements, modifications, or proposed regulatory actions affecting the existing US 460 that will be included in the Project, especially those that serve to enhance safety, traffic calming or streetscape improvements, the costs of which should be provided with detailed breakdowns.**
- **The Commonwealth should continue to advance high speed rail solutions in the region between Petersburg and Suffolk in coordination with the ongoing studies currently being developed by the Department of Rail and Public Transportation (DRPT). Based on the current studies and the CTB selected preferred alternative, high speed passenger rail should not be included in the median of the Route 460 Corridor Improvements Project.**

## IRP Recommendations Cont'd

- **The Department should work with the local jurisdictions along the Route 460 Corridor to identify additional efficiencies within the proposed Project and the adjacent roadway network in order to maximize access management and connectivity to the community.**
- **The Department should employ a robust public involvement process in the continued development of the Project to ensure effective communication, transparency and participation from citizens along the Route 460 Corridor.**
- **The Department should work closely with the Offerors to identify innovative designs for each of the Project's termini. Utilize the 2007 Value Engineering study as the basis for consideration in further design development.**

## Route 460 Independent Review Panel

# Any Questions?

For More Information

<http://www.route460ppta.org/>

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