

**Route 460 Corridor Improvements Project
Independent Review Panel (IRP)
Recommendations to the Commonwealth Transportation Board (CTB)
January 13, 2011**

This IRP concludes that none of the proposals are financially viable without a sizable public contribution. The following recommendations were developed in an effort to reach consensus by the IRP at its meeting on January 13, 2011.

Recommendations of the IRP

- 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.
- 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.
- 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.

- 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.