

REQUEST FOR INFORMATION

REGARDING AN INNOVATIVE PROJECT DELIVERY APPROACH FOR THE I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION PROJECT

BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION

RFI Issuance Date: March 17, 2017

Industry Forum: April 3, 2017; 9:00 a.m. to 12:00 p.m.

Forum Location: Hampton Roads Convention Center
Ballrooms B and C
1610 Coliseum Drive
Hampton, VA 23666

One-on-One Meetings: April 3-5, 2017

Meeting Location: Hampton Roads Convention Center
1610 Coliseum Drive
Hampton, VA 23666

Response Letter Due: April 20, 2017 at 4:00 p.m.

Project Website:

http://www.virginiadot.org/projects/hamptonroads/i-64_hampton_roads_bridge-tunnel_expansion.asp

<p>POINT OF CONTACT:</p> <p>All inquiries regarding this RFI are to be directed to the following Point of Contact:</p> <p>Martha E. Gross, P.E. Hampton Roads District Major Projects Virginia Department of Transportation 1700 N. Main Street Suffolk, VA 23434 martha.gross@vdot.virginia.gov</p>	<p>MEETINGS AND RESPONSE LETTERS:</p> <p>If requesting a one-on-one meeting, email the information specified in RFI Section 8 to HRBTproject@vdot.virginia.gov by March 24, 2017 at 4:00 p.m.</p> <p>If submitting a response letter, email it to HRBTproject@vdot.virginia.gov by April 20, 2017 at 4:00 p.m. All times are local.</p>
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1. INTRODUCTION

The Virginia Department of Transportation (“VDOT”), in coordination with the Hampton Roads Transportation Accountability Commission (“HRTAC”), is issuing this Request for Information (“RFI”) to solicit private-sector interest in and feedback on a potential opportunity to deliver the proposed I-64 Hampton Roads Bridge-Tunnel Expansion Project (the “Project”). VDOT is the owner of the existing and proposed Hampton Roads Bridge-Tunnels, as well as the delivery agent for the Project. HRTAC is the funding agent for the Project.

The purpose of this RFI is to inform deliberations regarding the Project procurement and delivery method, to include potential tolling solutions. The information gathered through this RFI is intended to be independent of the Project’s ongoing National Environmental Policy Act (“NEPA”) study. Once the procurement approach is established, VDOT expects to conduct further industry outreach focused on the Project’s scope and technical characteristics.

This RFI is an inquiry only and does not commit VDOT to any specific form of procurement or delivery method. No contract or agreement will be entered into as a result of this process, nor does this RFI initiate a formal procurement or represent a commitment to issue an RFQ or an RFP in the future. However, the responses to this RFI will inform the planning and development efforts for the Project, which are expected to result in the launch of a formal procurement.

This RFI includes three opportunities for engagement, as further described in the sections noted below. The one-on-one meetings on April 3-5 will be limited to contractor or developer entities.

- 1) Industry forum: see Section 7.
- 2) One-on-one meetings: see Section 8.
- 3) Response letter: see Section 9.

None of these three activities is a prerequisite to participating in a future procurement process. Accordingly, respondents to this RFI will not be deemed *proposers* on the Project by virtue of providing a response, and no respondent will have any advantage or disadvantage in any subsequent procurement process related to the Project.

2. THE PROJECT

The Project consists of the design and construction of improvements to the I-64 corridor between I-664 in Hampton and I-564 in Norfolk to provide a consistent six-lane capacity throughout the corridor. This work includes a new Hampton Roads crossing approximately 3.5 miles long and generally parallel to the existing Hampton Roads Bridge-Tunnel (“HRBT”). Depending on the selected delivery method, the Project scope may also include any combination of financing, operations, and/or maintenance.

Any toll scenario will include high-occupancy toll (“HOT”) lanes operated 24 hours/day and 7 days/week, with no charge for vehicles with 3 or more passengers (“HOT-3”). Existing lanes at the HRBT will not be tolled.

The anticipated Project configuration will correspond to Alternative A of the Hampton Roads Crossing Study Supplemental Environmental Impact Statement (“SEIS”), as approved by the Commonwealth Transportation Board (“CTB”) on December 7, 2016. The Draft SEIS illustrates a new three-lane tunnel as meeting the Alternative A requirements but does not preclude four lanes per direction on the HRBT. For current information on the SEIS documents, reference <http://hamptonroadscrossingstudy.org>.

The CTB resolution further committed that Alternative A will not include any permanent acquisition of Hampton University property. The Programmatic Agreement, as part of the Final SEIS, will also prohibit construction activities within a specified limit of disturbance around the Emancipation Oak in Hampton.

3. PROJECT GOALS

Project goals include the following:

- A. Providing mobility enhancements and travel-time reliability along the Project corridor
 - 1) Manage congestion along the I-64 corridor by maximizing throughput across the Hampton Roads Bridge-Tunnel
 - 2) Improve mobility by enhancing the operational efficiency of bus transit options
 - 3) Provide an integrated solution that promotes efficient traffic flow at interfaces with adjoining transportation network elements
- B. Minimizing adverse impacts on adjacent communities
 - 1) Minimize adverse impacts to historic and cultural resources along the Project corridor
 - 2) Maximize the use of existing right-of-way, targeting elimination of all right-of-way impacts
 - 3) Manage construction operations to minimize disruption to highway and marine traffic
- C. Improving transportation operations and safety throughout the Project corridor
 - 1) Reduce the effect of geometric deficiencies on the operation of the existing tunnels
 - 2) Ensure new facilities are compliant with current engineering design standards, as practicable
 - 3) Improve emergency evacuation by providing a resilient crossing to withstand severe marine conditions and extreme natural events, including floods and hurricanes
 - 4) Provide an adaptable transportation solution that does not preclude future capacity enhancements
- D. Developing public infrastructure in a financially responsible manner
 - 1) Deliver a quality project safely, on schedule, and within budget using the most cost-effective means available

- 2) Apply value-generating innovation that reduces maintenance requirements and operating costs
- 3) Provide best value to the Commonwealth by optimizing long-term quality, life-cycle cost, and construction efficiency

4. PROJECT DELIVERY AND PROCUREMENT

For large projects, such as the recent I-66 Outside the Beltway procurement, VDOT's policy is to evaluate multiple project-delivery options to identify the approach that generates best value for the Commonwealth. The following options are under consideration for the Project:

- A. Design-build agreement under the Virginia Public Procurement Act
- B. Design-build-finance-operate-maintain ("DBFOM") revenue-risk toll concession under the Public-Private Transportation Act of 1995, as amended ("PPTA")
- C. Design-build-operate-maintain ("DBOM") concession under the PPTA

If the DBFOM alternative is advanced to a procurement, then the following parameters will apply:

- 1) No toll may be imposed or collected on existing untolled lanes at the HRBT. At least two general-purpose lanes must be maintained in each direction.
- 2) As part of the Project, no toll may be imposed or collected on any parallel facilities, including the Monitor-Merrimac Memorial Bridge-Tunnel and the James River Bridge.
- 3) Any tolled Project capacity will incorporate HOT-3 lanes in accordance with § 33.2-502 of the Code of Virginia, operating 24 hours/day and 7 days/week.
- 4) HOT toll rates will be set using demand-based tolling. The operator will be required to maintain a minimum average speed on the new capacity through the use of dynamic tolls.
- 5) HOT-3 conversion of the existing I-64 eastbound median lane from LaSalle Avenue to Settlers Landing Road may be considered.
- 6) HOT-3 conversion of the existing I-64 high-occupancy vehicle (HOV) lanes outside the area considered under the Hampton Roads Crossing Study may be considered.

5. PLAN OF FINANCE

On September 15, 2016, HRTAC presented a regional financial plan evaluating tolled and untolled options for the Hampton Roads Harbor Crossing SEIS alternatives.¹ Any conclusions about these options will be explored after the NEPA process is complete.

¹ http://hrtac.org/uploads/docs/Agenda_as_Presented.pdf, page 111

6. SCHEDULE

Past Activities	Date
Original FEIS and ROD issued for I-64 Hampton Roads Crossing Study	2001
Unsolicited PPTA proposal and competing proposals received	2010-11
PPTA procurement process terminated	2014
Initiation of SEIS as re-evaluation of 2001 FEIS and ROD	June 2015
Draft SEIS released evaluating Hampton Roads harbor crossing options	August 5, 2016
CTB approval of HRBT Expansion as SEIS preferred alternative	December 7, 2016

Targeted Milestones	Date Expected
Final SEIS issued by FHWA and VDOT	Spring 2017
Record of Decision issued by FHWA	Summer 2017
Determination of Project procurement method	Summer 2017
Request for Qualifications issued	Fall 2017
Shortlist announced	Spring 2018
Request for Proposals issued	Summer 2018
Contract award	Summer 2019
Project completion	2024

7. INDUSTRY FORUM

An industry forum will be conducted at the place and time stated in this RFI. The forum will be open to the public and will provide interested stakeholders with an opportunity to learn more about the Project. Advance registration via the Project website for each attendee is requested.

8. ONE-ON-ONE MEETINGS

After the industry forum, confidential one-on-one meetings will be conducted for contractors and developers to share their perspectives on the discussion topics below. No written materials or responses will be accepted at these meetings.

Respondents desiring a one-on-one meeting must submit a request by email to HRBTproject@vdot.virginia.gov by the date and time specified on the cover page of this RFI. The request shall include (a) the name of the respondent's organization; (b) the name and contact information for the organization's lead representative; and (c) any preferences for the meeting date and time. The limited meeting slots will be allocated only to contractor or developer firms; VDOT will endeavor to accommodate timing preferences to the extent possible. Respondents will be notified of acceptance and scheduling of any one-on-one meeting no later than March 29, 2017.

At the one-on-one meetings, VDOT and HRTAC are seeking feedback on the following discussion topics in order to inform the selection of a Project procurement and delivery method:

- A. In order to achieve best value for the Project, are there procurement and delivery approaches that you would recommend be considered (or not considered) for the Project, and that would be feasible (or not feasible) in light of market conditions and typical lender and credit rating agency requirements?
- B. Based on HRTAC's plan of finance, where can private-sector financing add particular value to this Project? Are there significant value-creation opportunities beyond those in this plan?
- C. Based on your experience with the development of similar projects and the information available to date, please highlight the most critical risks that may be encountered in delivering this Project, and outline approaches for overcoming these challenges. If additional information is needed to identify and/or resolve these risks, please advise.
- D. Do you have particular concerns with any of the information that has been provided in this RFI, the SEIS documents, or other materials? Please explain your perspective and suggest any proposed solutions or mitigations for addressing those concerns.

9. RESPONSE LETTER

Interested parties are invited to provide response letters to help refine VDOT's and HRTAC's assumptions related to Project procurement and delivery. The response shall consist of a one-page transmittal letter plus an attachment having a maximum length of two pages; no marketing material, budgetary information, or proprietary information is requested. The attachment shall address the following questions:

Which project delivery option(s), including but not limited to those outlined in Section 4, would enable your firm to contribute most successfully toward achieving the Project's goals, and why? Which option(s) would be infeasible or less suitable for your firm, and why?

Entities desiring to provide a response letter must submit it by email to HRBTproject@vdot.virginia.gov by the date and time specified on the cover page of this RFI.

10. CONFIDENTIALITY

Respondents are advised that any written materials submitted to VDOT in connection with this RFI are public records subject to the Virginia Freedom of Information Act ("FOIA"), § 2.2-3700 of the Code of Virginia. This statute guarantees access for Commonwealth citizens and media representatives to public records held by public bodies, officials, and employees.

Any materials submitted by respondents shall be handled in accordance with the Virginia FOIA and any other laws and regulations applicable to the disclosure of documents submitted under this RFI. In no event shall VDOT, HRTAC, or any of their agents, representatives, consultants, or employees be liable to a respondent for the disclosure of any materials or information submitted in response to this RFI.