



**Request for Qualifications
To Provide
Connect Dublin Multimodal and Streetscape Plan
For
City of Dublin
RFQ # 26-0908-01**

Date of Issuance: September 8, 2026

Issuing Agency: City of Dublin, Georgia

Submission Deadline:
October 12, 2026 @ 2:00PM Eastern Standard Time

City of Dublin
100 S Church Street
Dublin, Georgia 31021

1. OVERVIEW

The City of Dublin, Georgia (the “City”) is seeking statements of qualification (“Submittal”) from firms, (“Consultant”), to provide planning and design services related to the Connect Dublin Planning and Design Project concerning approximately 13.5 miles of roadway, drainage improvements, and pedestrian facilities, along with various corridor improvements throughout town and the scope and goals of the project are found in the City’s full grant application attached as “Attachment A”, (the “Project”).

2. BACKGROUND

The City was awarded a \$1,500,000 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the planning and design of the Connect Dublin Project in June of 2024 and completed the Grant Agreement with US Federal Highway Administration in December of 2025, attached hereto as “Attachment B”. Funds will be used to plan and design the Project as outlined in this RFQ, the Attachments, and as negotiated with the successful Consultant. The Project will be administered in compliance with all applicable Federal and State rules and regulations.

The City hopes to engage with a Consultant that will assist with fulfilling the Project and leave us with deliverables that will allow for future successful application(s) for implementation funding.

3. GENERAL PROVISIONS

- a. Restriction on Communication:
 - i. From the advertisement date of this request for qualifications until a successful Consultant is selected and the award is made official and announced, Consultants are not allowed to communicate about this solicitation or scope with any City of Dublin staff or elected official, including City Council members, except for the submission of questions as instructed in this RFQ or with the contact designated below. Violations of this provision may lead to disqualification and rejection of Submittals of the offending Consultant at the discretion of the City Manager.

b. Point of Contact and Questions or Requests for Clarification concerning this RFQ:

i. Consultants should examine this entire RFQ and all attachments and forms and seek clarification in writing. All questions regarding this RFQ should be addressed to:

Josh W. Powell, City Manager

powellj@dublinga.org

with the title: “Connect Dublin Multimodal and Streetscape Plan Question” in the subject line.

All questions shall be submitted no later than the date indicated in the schedule below.

Questions received after this date will not receive a response. All valid questions and responses will be posted on the City’s website and the GPR by date set forth in the schedule below.

All submittals shall be submitted no later than the date indicated in the schedule below to the City Manager’s Office at:

City of Dublin, Georgia

Attn: Josh W. Powell, City Manager

100 S. Church Street

Dublin, Georgia 31021

Submittals must be presented in a sealed opaque envelope, identify the Consultant’s name and the Individual representative’s name and title submitting the Submittal, and reference “RFQ #26-0908-01” and the project name “Connect Dublin Multimodal and Streetscape Plan” clearly on the outside of the envelope or box.

The City reserves the right, in its sole discretion, to waive any technicalities associated with any Submittal if deemed in the best interest of the City.

For electronic version Submittals, the Submittal must be a .pdf document and must follow the same format as the hardcopy submission. Submit the electronic version to Josh W. Powell at powellj@dublinga.org. Upon successful receipt of the electronic submittal, the sender will receive a receipt confirmation email. If you do not receive an email receipt confirmation for your

submittal within one (1) hour of your submittal, please contact Jaime Carter, Administrative Assistant to the City Manager, via email at carterj@dublinga.org, or by phone at (478) 277-5000.

Late submittals will not be accepted or considered. The City assumes no responsibility for Submittals that are received after the prescribed time or that are not properly addressed or identified.

All costs associated with responding to this RFQ are entirely on the Consultant. The City assumes no responsibility for any costs associated with responding to this RFQ.

- c. Disadvantaged Business Enterprise (DBE) Goal:
 - i. There is no DBE goal for this project, however, efforts in Women and Minority Business Enterprise (W/MBE) or Disadvantage Business Enterprise (DBE) inclusion are encouraged.
- d. Contract Term and Type:
 - i. The City anticipates one (1) contract to be awarded to one (1) firm for this Project. The City anticipates that the contract type will be paid via a Firm-Fixed Price and/or Cost-Plus Fixed Fee methodology. As a project specific contract, it is the City's intention that the agreement will remain in effect until successful completion of the Project.
 - ii. Please note, the commencement of work will be immediately following the Notice to Proceed. The Project completion date shall be no later than June 30, 2028, per the City's agreement with the Federal Highway Administration (FHWA).
- e. Contract Amount: The project contract amount will be determined via negotiations with the City and the selected Consultant. If the City is unable to reach a satisfactory agreement and at reasonable rates to be paid for the services to be provided, the City reserves the right to terminate negotiations with the first selected Consultant and begin negotiations with the next highest ranked Consultant and so forth until a contract is achieved or the City closes this RFQ without issuing an award in the sole discretion of the City.
- f. Budget: The budget for this project is \$1,500,000, which is entirely funded by the RAISE Grant.

g. Schedule of Events:

The following Schedule of Events represents the City's best estimate of the schedule that will be followed. All times indicated are Eastern Standard Time. This schedule is subject to modification at the sole discretion of the City. Interviews will be scheduled with individual Consultants within the date range provided below.

PHASE I	Connect Dublin Multimodal & Streetscape Plan
Date of Issue:	Tuesday September 8, 2026
Last day to submit questions Phase I:	Monday September 14, 2026, by 2PM
Date of final answers Phase I:	Thursday, September 17, 2026 @ 5PM
Statement of Qualifications (Submittals) Due:	Thursday, September 24, 2026 @ 2PM
Notice to Top Ranked Consultants and Invitation to submit Proposals	Monday, September 28, 2026, by close of business.
Phase II	
Submission of Proposals Deadline:	Monday, October 12, 2026, by 2PM
Proposal submission location:	100 S. Church St., Dublin, GA 31021 Office of the City Manager https://www.bidnetdirect.com
Phase III	
Finalists Interviews:	October 19-22, 2026, exact date & time TBD
Final Selection:	By Friday October 23, 2026
Negotiation process between City and selected team:	Completed by Friday October 31, 2026

- h. Joint Venture Proposals: Joint Venture Proposals are not allowed and will not be considered. The City intends to contract with one primary Consultant.

- i. Open Records Act: Regardless of any attempt to designate or mark any Submittal otherwise, all records received by the City are subject to the Georgia Open Records Act, O.C.G.A. 50-18-70 et. seq. and will be provided upon proper request as provided by law without prior notice to any Consultant.
- j. Award Conditions: This is a request and not an offer for contract or a solicitation of bids. Neither the City nor any Consultant will be bound until a written contract, mutually accepted by both parties, is negotiated, executed, and delivered.

4. SCOPE OF SERVICES

Interested Consultants should familiarize themselves with this RFQ and the attachments hereto. The selected Consultant will be responsible for providing the professional services needed to perform the Project, including, but not limited to:

(The following is not a comprehensive list of services/deliverables, but intended to provide Consultants and idea of the type of work expected to be involved as it relates to the Consultant's Qualifications)

- a. Project Management and Coordination
 - Deliverables: Coordination with FHWA; Grant Compliance Assistance/Guidance; Federal and Applicable State Rule and Regulation Compliance throughout.
- b. Outreach and Engagement Activities
 - Deliverables: Staff; Elected Official; Stakeholder; and Public Outreach Meetings & Events; Online Outreach
- c. Existing Conditions Analysis
 - Deliverables: System Inventory and Analysis; Environmental Screening; GIS Data Compilation and Mapping for the Project.
- d. Multimodal and Streetscape Plan Development
 - Deliverables: Establish Vision/Goals/Metrics; Bike-Pedestrian Study; Feasibility Study; Identify Key Downtown and Connector Corridor Improvement Options, Including Multimodal Pathways;

Transportation Plan for Project Area; Prioritization Plan; Identify Implementation Funding Opportunities

- e. Policy Development
 - Deliverables: Complete Streets Policy (draft); Traffic Calming Policy (update to existing).
- f. Conceptual Design (30%)
 - Deliverables: Conceptual Designs to 30% completion for Project with Cost Estimates
- g. Final Plans, Policies, and Designs
 - Deliverables: Final Documents

5. SELECTION PROCESS

- a. The selection process will be conducted in three phases:

Phase I - Initial Submittal of Qualifications

Phase II – Proposals of Technical Approach and Schedule

Phase III - Interviews and presentations of project approach proposals.

- b. A review committee of city staff will rank Submittals in order of preference based on the evaluation criteria outlined herein. The review committee will notify the top-ranked Consultants and invite them to submit Proposals in conformity with Phase II as outlined herein. The review committee will also notify Consultants of dates for interviews for Phase III. The review committee will rank the interviewing Consultants in accordance with the criteria outlined herein. The review committee reserves the right to add additional processes to the selection process and will notify affected Consultants accordingly. The top-ranked Consultant will be contacted for final contract terms and presented to the City's Mayor and Council for final approval at a public council meeting.
- c. Phase I Submittals will be evaluated on the following criteria:
 - 1) Qualifications and credentials of project team.

- 2) Recent experience in completing projects of a similar nature, including references.
 - 3) Workload capacity of the project team members.
 - 4) Available resources dedicated to delivering the project.
 - 5) Each criteria carries an equal weight.
- d. Phase II Proposals for Technical Approach:
- 1) Consultants selected based on Phase I will be notified and invited to submit Proposals for further review.
 - 2) Proposals will be evaluated based on the following criteria:
 - i. Consultant's project approach
 - ii. Project understanding; and
 - iii. Proposed project schedule.
 - 3) Each criteria carries an equal weight.
- e. Phase III Interviews will be evaluated on the following criteria:
- 1) All criteria from Phase I
 - 2) Demonstrated understanding of Dublin's needs and goals for the Project.
 - 3) The Consultant's Proposed technical approach, including comprehension of the project, responsiveness to the Project Scope and schedule, and ability to integrate innovative strategies to enhance the Project.
 - 4) The Project Team's suitability and "fit" to provide services for the project.

6. SUBMITTAL AND PROPOSAL REQUIREMENTS

Submittals and Proposals must contain the following information:

- a. Format:
- a. All Submittals and Proposals should be typed and submitted on standard (8 ½" x 11") paper, using a minimum size 11 font with no smaller than 0.5-inch margins. The pages should be numbered. Each Submittal is limited to twenty (20) pages or less. Each section must begin on a new page as indicated below. The 20-page limitation does

not include the “required forms” specified below. All other Submittal requirements count towards the page limitation.

- b. Consultants must submit one (1) original hardcopy version and one (1) electronic version of the submittal. The Phase I submittal must follow the format and meet the content requirements as outlined below. The deadline for submittals (both hardcopy and electronic) are as indicated in the schedule of events above.
- c. Each Submittal shall be prepared simply and economically. Fancy bindings, colored displays, and promotional materials are not desired. Emphasis must be on completeness, relevance, and clarity of content. Additional pages, other than what has been specified herein should not be included and will be grounds for disqualification.

b. ***Phase I:***

- a. **Administrative Requirements:** (Counts towards the 20-page limit – except for required forms specified below.)
 - i. **Cover Page:** Each submittal must have a separate cover page (both hard and electronic submittal) and each must list the RFQ number, the RFQ title, the proposing firm’s full legal name, mailing address, phone number, fax number, Unique Entity Identification Number (per Executive Order 12549), date of the proposal, and point of contact with contact information.
 - ii. **Cover Letter:** Each submittal must include a separate cover letter (both hard and electronic). This letter should at a minimum briefly state the understanding of the work to be done and include a statement why the firm believes it is the best qualified to perform the work. The cover letter should be signed by the Proposer or an authorized representative and be no longer than one (1) page.
 - iii. **Basic Consultant Information:**
 - 1. Company name
 - 2. Company headquarters’ address
 - 3. Contact information: name and all contact information (telephone number(s) and email address) of primary

contact for the proposing firm (this will be the individual with whom the City will direct all communications)

4. Company website (if available)
 5. Office Location(s): If the firm has multiple offices, please include information about the parent company and branch office separately and identify the office from which the project will be managed.
 6. Ownership: Provide form of ownership, including state of residency or incorporation, and the number of years in business. Please indicate if firm is a sole proprietorship, partnership, corporation, limited liability company, or other structure.
 7. Personnel: Briefly describe the history and growth of your firm. Provide general information about the firm's personnel resources, including disciplines and numbers of employees and locations and staffing of offices.
 8. Subconsultants: If applicable, provide a brief summary of all subconsultants' history, resources and disciplines. State the expected role for each subconsultant as part of the team.
 9. Financial Report: provide the firm's last annual report or financial statement that will demonstrate its financial stability and ability to undertake this project.
- iv. Required Forms: (These forms are attached to the RFQ and do not count towards the 20-page limit)
1. *Certification Form*: Complete the Certification Form (Form 1 enclosed with RFQ) and provide a notarized original within the firm's Submittal. This is to be submitted for the primary Consultant ONLY.
 2. *Georgia Security and Immigration Compliance Act Affidavit*: Complete the form (Form 2 enclosed with RFQ), and provide a notarized original within the

firm's Submittal. This is to be submitted for the primary Consultant ONLY.

3. *The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination Assurances, DOT Order No. 1050.2A (Appendix A):* Per instructions on the form, complete the form (Form 3 enclosed with RFQ) and sign. This is to be submitted by the primary Consultant and sub-consultants.
4. *The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination Assurances, DOT Order No. 1050.2A (Appendix E):* Per instructions on the form, complete the form (Form 4 enclosed with RFQ) and sign. This is to be submitted by the Primary and sub-consultants.
5. *Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions (49 CFR Part 29 – Appendix A):* Per instructions on the form, complete the form (Form 5 enclosed with RFQ) and sign. This is to be submitted by the primary Consultant.
6. *Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions (49 CFR Part 29 – Appendix B):* Per instructions on the form, complete the form (Form 6 enclosed with RFQ) and sign. This is to be submitted by the sub-consultant(s).
7. *Certification Regarding Drug-Free Workplace Requirements:* Per instructions on the form, complete the form (Form 7 enclosed with RFQ) and sign. This is to be submitted by the primary Consultant and the sub-consultant(s).

8. *Addenda*: Sign acknowledgement (Form 8 will be provided if issued) for any addenda issued. This is to be submitted by the Prime ONLY.

b. **Qualifications and Experience** (Counts towards 20-page limit)

This section of the Submittal should demonstrate the Consultant's Project team members' credentials and experience in transportation planning. The project team consists of all personnel, including sub-consultants, who will be working on the Project.

- i. Qualifications: Provide information on the project team's professional qualifications and description of experience for key project staff. Include a resume for all project team leaders that includes the following information:
 1. Education and relevant professional registrations/certifications
 2. Years of professional experience
 3. Relevant experience pertaining to their key role as part of this project
- ii. Experience: Provide information on the project team's relevant experience with projects of similar complexity, size, scope, and function. Describe no more than five (5) and no less than three (3) accounts, which demonstrate the project team's capabilities to provide services for the City of Dublin. For each project, the following information should be provided:
 1. Client name, project location, and dates during which services were performed
 2. Clear description of the overall project and services provided
 3. Summary of individual roles and involvement of proposed project team leaders
 4. Duration of services provided and overall project budget
 5. Client's current contact information (name(s), email address, and phone number) *Please ensure this information is up to date.

This information is limited to one (1) page per project

c. **Resources & Workload Capacity** (Counts towards 20-page limit)

This section of the Submittal should describe the project team's ability to effectively provide services and dedicate sufficient resources for delivering the Project.

- i. Organizational Chart: Provide an organizational chart identifying the project team's key personnel and sub-consultants as follows:
 1. Identify the prime consultant's principal-in-charge, project manager, key project team leaders, and relevant support staff (all listed team members are expected to be active participants in the project)
 2. Indicate the reporting structure of the project team
This chart may be submitted on an 11" x 17" page that does count towards the 20-page limit.
- ii. Statement of Ability: Provide a narrative describing the project team's capacity to perform the work outlined in this RFQ. The statement of ability should address the following:
 1. Provide a summary of the business operations and capabilities of the prime consultant and any sub-consultants as they pertain to the project.
 2. Describe extent of key personnel and project manager involvement, including measures to assure the consistency of and retention of the project team's key personnel.
 3. Identify and discuss the primary office which will be responsible for handling the specific project and the number and types of staff within the office and how this office could benefit the project and promote efficiency.
 4. If a key leader or subject matter expert is not local to the area, describe the communication and coordination plan for their involvement in the project.
 5. Provide an overview of current and projected workload of key personnel.
 6. Describe how the organization of the project team can deliver the project on schedule given their workload capacity.

7. Discuss the advantages of the team and the abilities of the team members that will enable the project to move as expeditiously as possible.

c. Phase II – Technical Approach Submission from Selected Firms:

a. Technical Approach Proposals (20-page limit)

This Proposal should be completed and submitted only by the firms notified by the city that have passed the first review. Submittals for this Phase II should demonstrate the project team's understanding and responsiveness to the project scope and schedule and clearly show how the objectives will be met as outlined in the scope of work in the RFQ. All Proposals should include a Cover Page as identified and specified in Phase I.

- i. Project Understanding: Provide a statement demonstrating the Consultant's preliminary understanding of the project by providing a clear and concise description of the project and major issues based on the information provided in this RFQ. This statement should also demonstrate the Consultant's familiarity with and understanding of the project area.
- ii. Project Approach: Provide a narrative summarizing the Consultant's proposed approach for successfully completing the Project, including:
 1. Methods and means by which the Consultant will perform and complete the services outlined in the RFQ
 2. Description of any unique approaches the project team offers relative to addressing plan development, analyses of data, public engagement, anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the Project
 3. Identify any unique challenges or opportunities of the project and how the Consultant intends to mitigate these challenges, including quality control, quality assurance procedures

4. Provide any specific qualifications, skills, or knowledge of the project and project area which may uniquely benefit the Consultant and Project
5. Describe any innovative strategies or concepts that may apply to or enhance the Project.

iii. Project Schedule: Provide a proposed project schedule identifying key tasks and milestone dates and their associated duration.

d. ***Phase III – Interviews***

- a. In Phase III, the review committee will allow presentations in whatever form desired by Consultant. (a 75” Vibe Board will be available for use as desired for display). Presentations should focus on any elements desired to be highlighted by the Consultant from the Phase I Submittals and any additional information Consultant desires to present concerning the criteria outlined in Section 4d above (Phase II Evaluation Criteria). Presentations should be limited to 15 minutes to allow for the review committee to ask questions and seek clarification of Submittals and presentation materials. If additional printed materials are provided during this Phase, they should be limited to 10 pages and direct to the point. Printed materials may be in whatever form is desired by the Consultant. The total maximum time allowed for interviews will be 45 minutes.
- b. Topics of discussion during the interview may include, but are not limited to, unique approaches the project team offers, experience in working on federal grant funded projects, and unique challenges of the project and how the team plans to mitigate them.
- c. Interviews are requested to be conducted in-person at City Hall in the International Room, 100 S. Church Street, Dublin, Georgia 31021. Virtual meetings may be arranged if special circumstances warrant them but are not preferred.

7. **CONTRACT, TERMS, AND CONDITIONS**

- a. Final contract terms will be negotiated with the highest ranked Consultant, (the “Contract”). If no successful agreement may be reached, the City reserves the right to move to the next highest ranked Consultant until an agreement is reached or close this RFQ.

- b. In addition to the conditions set forth and referenced in the agreement between the City and FHWA (see Attachment B), the selected Consultant agrees to the following contract terms and conditions. These are not all inclusive of a contract – final contract negotiations will occur – but are the minimum terms and conditions. Products produced by the selected Consultant will become the property of the City and not proprietary of the Consultant.
- i. The Submittal becomes a contract only when legally awarded and accepted in writing by the City. This RFQ, any subsequent addendum(s), and the consultant’s proposal will be incorporated into the resulting contract.
 - ii. The City reserves the right to negotiate final terms with the selected consultant that may vary from those contained in this RFQ.
 - iii. The Consultant shall obtain and maintain all licenses, permits, liability insurance, workman's compensation insurance and comply with any and all other standards or regulations required by Federal, State or City statute, ordinances and rules during the performance of any contract between the Consultant and the City. Any such requirement specifically set forth in any contract document between the Consultant and the City shall be supplementary to this section and not in substitution thereof.
 - iv. The Consultant shall not commence work under this Contract until he has obtained all the insurance required under this paragraph and such insurance has been approved by the City, nor shall the Consultant allow any subconsultant to commence work on his subcontract until all similar insurance required of the subconsultant has been so obtained and approved. The City requires that they be listed on each of the insurance policies as an “additional insured.” This inclusion must appear on the certificates that are provided to the City before the Consultant or sub-consultant can commence any work for the City. The insurance certificate shall include the following statement:
 1. The City of Dublin, Georgia is included as an additional insured with respect to any claim, demand, suit or action brought against the City of Dublin and arising from or related to the performance of the contract to which this certificate is attached.

a. Comprehensive General Liability

- i. The Consultant shall procure and shall maintain during the life of the Contract, such Comprehensive General Liability insurance as shall protect the City, Consultant and any Subconsultant or others working on the premises of the City in connection with this Project, or performing work covered by the contract for this Project from claims for damages for bodily injury, including accidental death, as well as from claims for property damages, which may arise from operations under the Contract, whether such operations are by himself or by anyone directly or indirectly employed or contracted with, by him.

The amount of insurance shall not be less than the following:

\$1,000,000 Bodily injury, including death,
each occurrence

\$500,000 Property Damage, each
occurrence

\$1,000,000 Property Damage, in the
aggregate:

b. Vehicle Liability

- i. The Consultant shall procure and shall maintain during the life of the Contract, Comprehensive Automobile (Motor Vehicle) Liability insurance in amounts not less than the following:

\$500,000 Bodily injury or death to any one
person

\$1,000,000 Bodily injury, each occurrence

\$300,000 Property damage, each
occurrence

The insurance shall be the greater of the above shown figures or that as required by the State of Georgia. The insurance shall include coverage for owned, leased, and rented vehicles, as well as equipment, trailers, etc.

c. Workers' Compensation

The Consultant shall procure and shall maintain during the life of the Contract, Worker's Compensation insurance for all of his employees to be engaged in work on the project under this Contract. This insurance should be for the amount required by the State of Georgia.

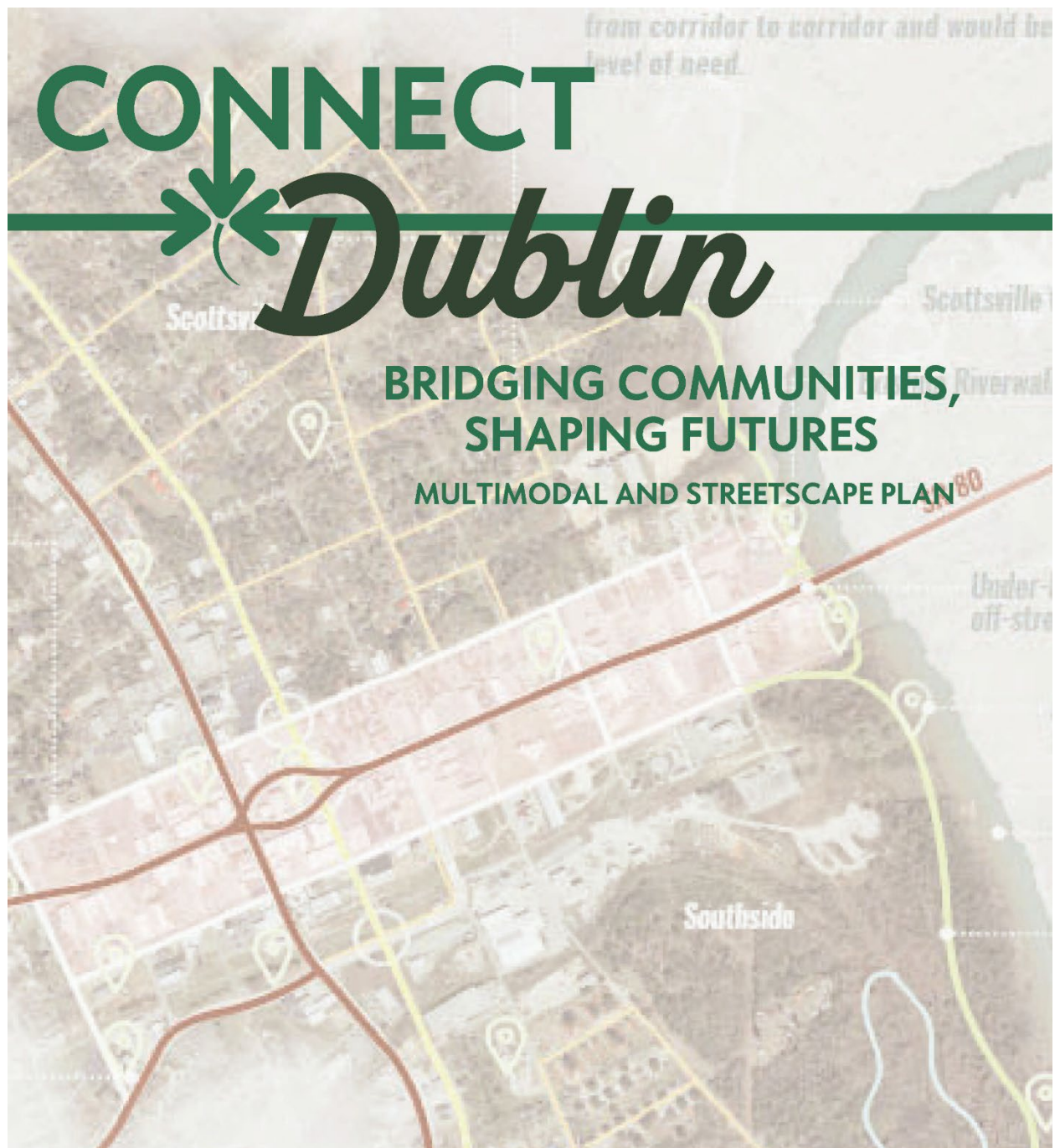
v. Indemnification:

The Consultant agrees to protect, defend, indemnify, and hold harmless the City and its mayor, council members, officers, employees, legal representatives and agents from and against any and all losses, penalties, damages, settlements, claims, costs, charges and all other expenses and liabilities of every nature and kind including but not limited to attorney fees, and other legal cost, in connection with or in any way arising directly or indirectly out of or resulting from the work agreed to, or the work performed, by Consultant under the terms of any contract or agreement (including any bidding process). Without limiting the foregoing, any and all such claims, suits, or other actions relating to personal injury, death, damage to property, defects in material or workmanship, actual or alleged violations of any applicable Statue, ordinance, administrative order, rule or regulation, or any decree of any court shall be included in the indemnity hereunder. This indemnification and hold harmless covenant is effective, to the extent caused by or resulting from the negligence, recklessness, or intentionally wrongful conduct of Consultant or other persons employed or utilized by the Consultant in the performance of the contract. Consultant's obligations under this indemnification and hold harmless covenant also apply with respect to the enforcement of any of said indemnity and hold harmless covenants referenced above, including without

limitation any attorney's fees and legal cost related thereto. The provisions of this paragraph are cumulative and in no way shall diminish the obligations resting upon Consultant under any other provision of the Contract or by operation of law. In claims against any person or entity indemnified above, which claims are made by an employee of the Consultant, a subconsultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligations and hold harmless obligations stated above and agreed upon shall not be limited by a limitation on amount or type of damages, compensation or benefits payable by or for the Consultant or a subconsultant under worker's compensation acts, disability benefit act or other employee benefit acts.

ATTACHMENTS AND FORMS ON FOLLOWING PAGES

Attachment A – RAISE GRANT APPLICATION



FY2024 RAISE Grant Application
Funding Opportunity Number: DTOS59-24-RA-RAISE
City of Dublin, Georgia



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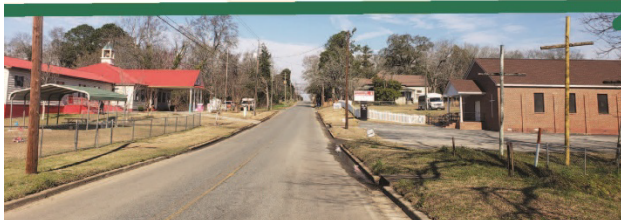
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The City of Dublin, Georgia requests \$1,500,000 in FY 2024 RAISE Planning Grant funds for the planning phase of Connect Dublin: Bridging Communities, Shaping Futures, an innovative transportation initiative to reconnect and redevelop the city's most vulnerable neighborhoods. Through the planning phase of Connect Dublin, the City of Dublin will set out to transform its historic core and adjacent neighborhoods, linking the downtown area, the Oconee River, and underserved communities with a network of equitable and catalytic streetscape and multimodal paths.

The goal of Connect Dublin is clear: to revitalize economically distressed neighborhoods by planning and implementing over 13.5 miles of multimodal and streetscape improvements designed to facilitate safe access to essential services, recreation, civic destinations, and community resources, creating a harmonious connection between disparate parts of the city, breaking down barriers of isolation and fostering a sense of unity.

At the heart of Connect Dublin lies a commitment to reducing reliance on individual cars and promoting sustainability. Through the creation of "improvement corridors" in areas like Scottsville, Southside, and Stubbs, this initiative will provide essential infrastructure and amenities to historically underserved neighborhoods. The level of improvements will be tailored to each corridor's unique needs, ensuring that every resident benefits from enhanced connectivity through active mobility.



Connect Dublin places a strong emphasis on pedestrian safety, incorporating intersection improvements to ensure safer crossings. By addressing the challenges faced by pedestrians, Connect Dublin will create a city where everyone feels secure and empowered to explore and traverse the urban environment. Beyond physical improvements, Connect Dublin aspires to foster social connectivity and economic prosperity. By reshaping the urban landscape, the project aligns with the City of Dublin's broader initiatives, creating a holistic approach to community development that goes beyond infrastructure enhancements.

As Connect Dublin unfolds, it becomes more than just a physical transformation; it emerges as a beacon of hope, resilience, and shared progress. Through collaboration, vision, and a commitment to equity, this initiative paves the way for a brighter future, where the streets are not just paths but symbols of connection and opportunity for all residents of Dublin.

Project Scope

The planning phase of this project, which is the basis of this planning grant request, consists of the conceptual design and environmental screening for approximately 13.5 miles of roadway, drainage improvements, and pedestrian facilities, along with various corridor improvements throughout Dublin, Georgia. The tasks to be completed during the planning phase of this project include the following:

1. Feasibility Study
2. Bike-Pedestrian Study
3. Data Collection
4. Environmental Screening
5. Community Outreach
6. Conceptual Design (30%)
7. Economic Analysis

Existing Conditions and Challenges:

The condition of the current street network linking Dublin's most disproportionately affected communities is subpar. Major local arteries and connector streets lack adequate pedestrian and bicycle infrastructure, with existing sidewalks often in disrepair or incomplete. Many road surfaces are aging and were not initially designed to address stormwater drainage issues, exacerbating the problem. These deficiencies have contributed to significant disinvestment in these neighborhoods over the past fifty years.

Solutions:

Connect Dublin will incorporate the planning, design, and eventual implementation of street-specific pedestrian and bicycle infrastructure improvements, opening safe and more affordable transportation alternatives for underserved communities and improving the overall physical appearance of the neighborhoods. Proposed components of Connect Dublin include:

- **2-mile multimodal path to line the perimeter of downtown Dublin**
- **2.8-mile multimodal path along Franklin Street, a north-south local street, reconnecting isolated neighborhoods to community resources**
- **1.75-mile multimodal path along the Oconee River, offering a second north-south leg of the network dedicated for pedestrians and bicycles**
- **A network of improvement corridors offering street-specific infrastructure enhancements to provide safe connections to multimodal paths and essential goods and services and community resources along Franklin Street, the Oconee River, and around downtown.**



A concept developed through community design charrette in January 2023.

Project History

The City of Dublin is committed to reclaiming the vibrancy of its most distressed neighborhoods. Backed by years of comprehensive community planning in the areas of housing, economic development, and transportation, *Connect Dublin* is perfectly aligned with the city's ongoing redevelopment initiatives, already bringing investment to areas of severe distress.

Acknowledging the disproportionate impact on predominantly African American communities, particularly Scottsville, Southside, and Stubbs, the city has embraced a holistic approach to neighborhood revitalization, prioritizing health, safety, and the overall well-being of its residents.

At the core of Dublin's revitalization efforts are its citizens, local governments, elected officials, and community leaders—united in their commitment to delivering resources and opportunities to the most vulnerable neighborhoods. The City of Dublin has initiated a multifaceted approach to improving health and safety in Scottsville, Southside, and Stubbs, making it a top priority.

The communities impacted by this initiative are not just geographical locations; they are vibrant homes to caring, dedicated residents and grassroots organizations striving to revitalize their neighborhoods. These neighborhoods, characterized by small, interconnected city streets, were once home to a majority of working-class African American families. Over time, public housing became a significant part of the housing mix, accompanied by disinvestment, poverty, and crime. The expansion of U.S. Highway 80 and U.S. Highway 441 further isolated these neighborhoods, creating barriers to accessing essential goods and services.

Recognizing the static economy and slow decline of in-town neighborhoods, Dublin has employed a full menu of dynamic initiatives to spur redevelopment and provide innovative solutions to complex challenges.

These initiatives address housing, safety, and quality of life needs, slowly steering the city towards revitalization. Through strategic partnerships, smart public investment, and a commitment to community-driven change, the City of Dublin is scripting a story of transformation—one that honors the past, confronts present challenges, and lays the groundwork for a thriving, interconnected future.

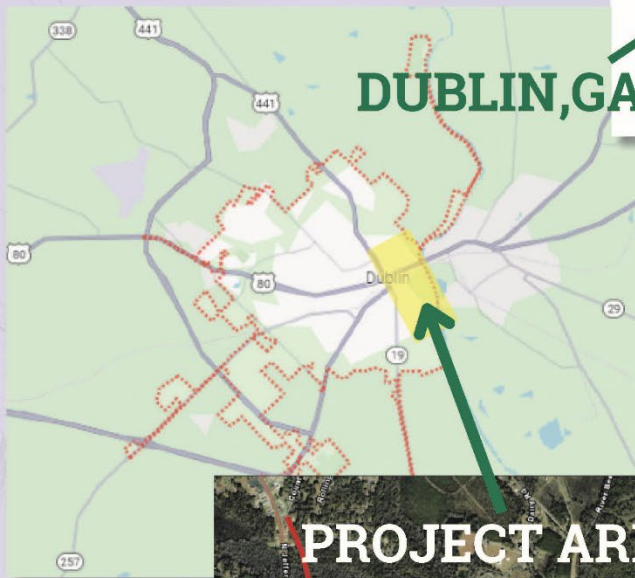
Ongoing Initiatives To Support Connect Dublin:

- [Urban Redevelopment Plan](#)
- [Housing Development Incentives Program](#)
- Dublin-Laurens Land Bank Authority
- Dilapidated Housing Initiative
- Blight Task Force and Blight Tax
- Community Housing Team (GICH Program)
- [Neighborhood Partnership Program](#)
- [Project Slow Zone Traffic Calming Program](#)
- [City Parks Master Plan](#)
- Katherine Gray Community Resource Center
- Relocation of City Utility Departments
- [Oconee Gym Renovation Project](#)
- RAD Conversion Dublin Housing Authority
- Zoning Reform
- [20-Year Comprehensive Plan Update](#)



Project Location

The City of Dublin, situated in central Georgia along Interstate 16 between Atlanta and Savannah, serves as a vital commercial, medical, and recreational center for a rural 10-county region. With a population of 16,000 people, it plays a pivotal role in the surrounding communities.



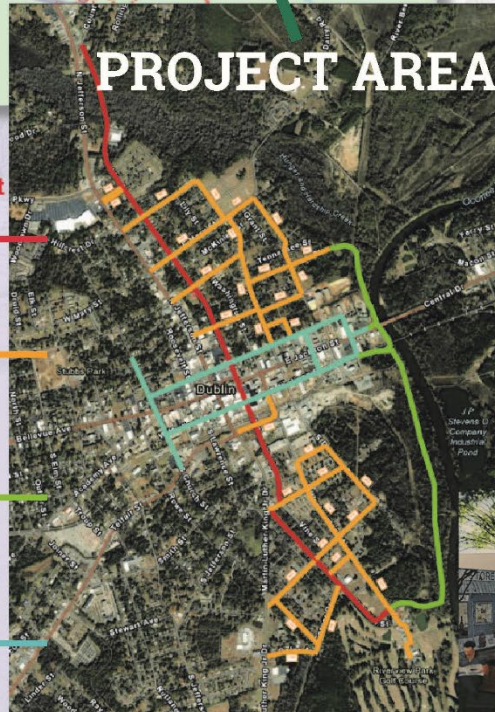
The Connect Dublin project area spans from north to south along the Oconee River in the eastern part of the city. This area encompasses the historic neighborhoods of Scottsville, Southside, and Stubbs, all of which are adjacent to the downtown district. These neighborhoods are designated as the Urban Redevelopment Area by the City of Dublin and are identified as Areas of Persistent Poverty (2010 Census) and Historically Disadvantaged Communities (2020 Census).

2.8 mile Franklin St Multimodal Path

6.9 miles Corridor Improvements

1.75 mile Oconee River Multimodal Path

2 mile Downtown Perimeter Multimodal Path



The northern terminus of the project is located at the intersection of North Franklin Street and Country Club Road, at U.S. Highway 441 North (32°33'34.8"N 82°54'50.7"W) and extends southward to the end of Charles W. Manning, Sr. Way at Oconee Park (32°31'36.6"N 82°53'33.3"W).





The proposed **Connect Dublin** project encompasses approximately 13.5 miles of city-owned roadway, drainage, and pedestrian facilities along with various corridor improvements throughout Dublin, Georgia. The City of Dublin requests **\$ 1,500,000** for the planning of this project which includes the development of conceptual designs, environmental screening, and benefit-cost analysis.

CONNECT DUBLIN PROJECT BUDGET	
Task	Cost Estimate
Feasibility Study	\$ 220,300
Bike-Pedestrian Study	\$ 111,200
Data Collection	\$ 174,100
Environmental Screening	\$ 129,400
Community Outreach	\$ 148,400
Conceptual Design	\$ 441,000
Economic Analysis	\$ 69,000
Contingency Items	\$ 141,000
Reimbursable Expenses (Consultant)	\$ 65,600
TOTAL	\$ 1,500,000

Cost basis provided by Thomas & Hutton Engineering.

Scope of Work

1. Feasibility Study

This study will evaluate the feasibility and provide recommendations for improvements of different corridor improvement options and multimodal paths based on location, size, existing conditions, and right-of-way impacts.

2. Bike-Pedestrian Study

This study will evaluate the bicycle and pedestrian movements along the project corridors and use them to reinforce design aspects and make recommendations for the various corridor improvements included in the feasibility study.

3. Data Collection

Aerial photography and base mapping will be collected for use in preparing the conceptual plans and exhibits for the project.

4. Environmental Screening

To be conducted to identify environmental resources that should be considered and to comply with the National Environmental Policy Act (NEPA). Identification of Environmental Justice communities will also be conducted to identify underserved communities and ensure they will not be adversely impacted by future projects. To aid in the usefulness of the resources identified, a Geographic Information System (GIS)-based platform will be created, which can be used as an interactive tool and information resource.

5. Community Outreach

A robust plan for public outreach and engagement to include six (6) widely advertised in-person workshops, creation of a Community Ambassador Committee (CAC) to engage the public, and pop-up exhibits at three (3) currently planned civic events. A GIS-based social media page will also be launched with real-time information about proposed improvements and offer a way for the public to provide feedback.

6. Conceptual Design

30% conceptual designs will be prepared along with probable construction cost estimates for the entire project, as well as a conceptual right-of-way plan for each of the corridors based on the conceptual designs.

7. Economic Analysis

A Benefit Cost Analysis will be prepared following USDOT guidance for the project, which will evaluate the human, environmental, and monetary costs to determine if the return on investment for the project.



The cost estimate for this project is based on a certified cost proposal generated by Thomas & Hutton Engineering and provided to the City of Dublin in January 2024. The cost proposal is based on the use of contractual professional services, managed by the City of Dublin staff, to perform the work. The proposal and cost of individual tasks were reviewed by City of Dublin staff engineers and determined to align with industry standards in the State of Georgia.

Project Funding

The City of Dublin is seeking 100% federal funding through the RAISE program, based on its rural designation of a population of less than 200,000. The 13.5-mile network of streets are all (100%) located in census tracts (9503, 9504, 9509) which are classified as Areas of Persistent Poverty and Historically Disadvantaged Communities. The City of Dublin is committed to implementing this project and is prepared to mitigate any cost overruns due to escalation or unknown factors.

Funding Source	Funding Amount	Total Funding
RAISE Funds	\$ 1,500,000	\$ 1,500,000
Other Federal Funds		
Non-Federal Funds		
Total Project Cost	\$ 1,500,000	\$ 1,500,000

Funding By Census Tract

2020 Census Tract	% of Project In Tract	Project Costs Per Census Tract
9503	50%	\$ 750,000
9504	10%	\$ 150,000
9509	40%	\$ 600,000
Total	100%	\$ 1,500,000

Disadvantaged Census Tracts from CEJIST (2010 Census

The Connect Dublin project area encompasses three census tracts – 9503, 9504, 9509. All impacted census tracts are categorized as Historically Disadvantaged Communities (and Areas of Persistent Poverty), meaning 100% of requested funding would impact these tracts.

2010 Census Tract	Project Costs Per Census Tract
9503	\$ 750,000
9504	\$ 150,000
9509	\$ 600,000
Total Project Cost	\$ 1,500,000

Urban/Rural

The City of Dublin is classified as rural, located outside of a 2020 Census-designated urban area. 100% of the grant funding request of \$1,500,000 is for a rural community.

Urban (2020 Census-designated urban area with a population greater than 200,000)	
Rural (Located <u>outside</u> of a 2020 Census-designated urban area with a population greater than 200,000)	\$ 1,500,000
Total Project Cost	\$ 1,500,000



a | SAFETY

Challenge: Unsafe Pedestrian and Bicycle Infrastructure and High Injury Rate in Underserved Areas

Ensuring the safety of non-motorized travelers is crucial for the success of this project, aligning with the City of Dublin's broader efforts to strengthen neighborhoods and the implementation of Project Slow Zone, a city-wide neighborhood traffic calming program.

From 2013 to 2023, the City of Dublin Police Department recorded 111 pedestrian and bicycle versus automobile crashes. 45 of those crashes occurred in the project area.

Of those 111 total crashes, there were 84 pedestrian and bicycle injuries and two fatalities. Within the project's target areas – Scottsville, Southside, and Stubbs – there were 41 injuries and one fatality.

In 2022, Project Slow Zone was launched to implement traffic calming measures, focusing on safer streets and reduced vehicle speeds, especially in residential and pedestrian-heavy areas. Utilizing the five Es of traffic calming – Evaluation, Education, Encouragement, Engineering, and Enforcement – Dublin has worked to lower speed limits, install speed cushions, implement road diets, and create dedicated bicycle lanes.

Solution: Redesign and Upgrade Network of Streets Serving Underserved Communities

The project proposes to continue these efforts by applying context-sensitive design to address safety challenges at the street level, ensuring a safer network of streets. By creating alternative transportation corridors for active mobility and incorporating design elements that protect pedestrians, cyclists, and others, this project aims to directly enhance resident safety and reduce injury and fatality risks in underserved communities. (As prescribed by the National Roadway Safety Strategy plan.)



45

pedestrian & bicycle crashes in the project area over 10 years.

41%

of all pedestrian & bicycle crashes in the City of Dublin over 10 years occurred within the project area.

49%

of all pedestrian & bicycle injuries in the City of Dublin over 10 years occurred within the project area.

No Injuries
30%

Fatalities
1.8%

Pedestrian and Bicycle Crashes in the City of Dublin from 2013 to 2023.

Injuries
68.2%

b | ENVIRONMENTAL SUSTAINABILITY

Challenge: Auto-centric design of city creates high reliance on cars and increased air and water pollution.

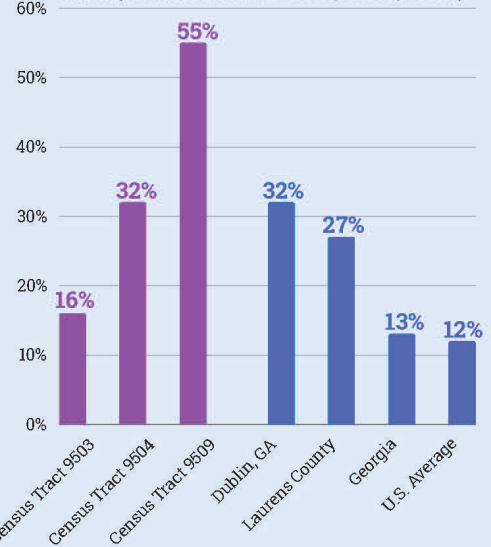
One of the primary goals the *Connect Dublin* project is to improve transportation access for cyclists and pedestrians, reducing greenhouse gas emissions. This initiative aims to improve environmental outcomes for accessing essential services and recreational activities through active mobility, reducing reliance on motor vehicles, particularly among underserved residents who often face financial burdens associated with car ownership.

The auto-centric design of towns across the U.S. has deepened the chasm of inequity for our black communities, and Dublin is no exception. *Connect Dublin* specifically targets areas that suffer from the negative impacts of expanding highway infrastructure, such as neighborhood division, increased reliance on cars, and increased pollution.

Solution: Expand transportation alternatives for active mobility to reduce pollution, reduce car dependency, and reduce automobile cost burden on underserved communities.

The design and construction of multimodal paths and streetscape improvements will provide environmentally sustainable and less cost-burdensome access to everyday needs.

Poverty Rate in Connect Dublin Project Area (Census Tracts 9503, 9504, 9509)



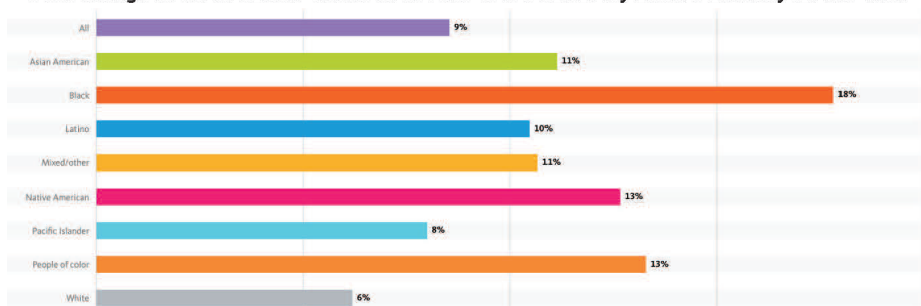
\$32,000

Median Household Income Dublin, GA

\$11,000

Average Annual Cost to Own a New Vehicle in Georgia

Percentage of households without access to a vehicle by race/ethnicity in the U.S.



18% of Black households in the U.S. lack access to a vehicle. The population of Connect Dublin project area is made up of over 80% Black residents (2020 Census).

b | ENVIRONMENTAL SUSTAINABILITY (contd.)

Challenge: Aging and inadequate stormwater drainage issues disproportionately impact underserved communities in the project area.

The inadequate design and aging condition of the stormwater system in the Connect Dublin project area significantly impacts the way underserved residents can navigate their neighborhood and adjoining commercial areas during times of moderate to heavy rain.

Solution: Address drainage issues in underserved communities upgrading infrastructure with innovative, green, and resilient design and materials.

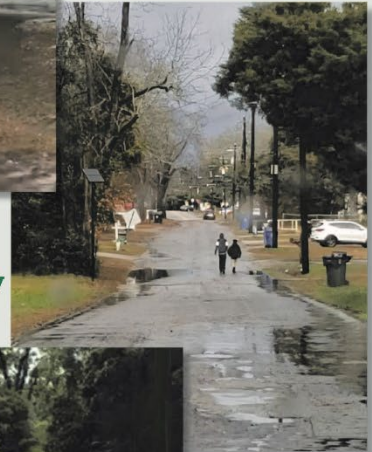
In addition to transportation improvements, *Connect Dublin* will tackle long-standing stormwater drainage issues. By designing solutions that enhance infrastructure resilience to future climate and weather risks, the project aims to protect waterways like the Oconee River and its tributaries.

The City of Dublin, recognized by the Arbor Day Foundation and Georgia Forestry Commission as a Tree City USA for 24 consecutive years, prioritizes tree conservation and planting citywide. This effort supports stormwater management, improves air quality, and provides shaded areas for pedestrians. As part of a mayoral initiative, the city is currently in the process of planting 1,000 trees, working to expand the tree canopy along the city's street network to improve stormwater drainage and the pedestrian experience. Planning efforts for *Connect Dublin* will incorporate the use of street trees and green islands within the project area, advancing this initiative and the environmental sustainability of the project.



Street in Scottsville flooded due to poor drainage

Pedestrians walking in poorly designed streets



Damage to personal property because of poor stormwater drainage



Volunteers from the Mayor's Tree Board join City Public Works planting trees.





c | QUALITY OF LIFE

Challenge: The current condition of Dublin's street network in underserved areas significantly diminishes residents' quality of life.

Through planning and implementation, *Connect Dublin* can generate transformative benefits for the community's overall health and well-being.

Solution: Address quality of life challenges comprehensively through thoughtful and careful planning, offering community-based solutions centered around transportation alternatives.

Connect Dublin is poised to address these challenges by:

1. Expanding **affordable transportation options** for low-income residents by developing a network of multimodal paths and safe street infrastructure, reducing reliance on costly vehicle transportation.
2. Increasing **equitable alternative transportation** access to employment, services, resources, and recreation in underserved areas.
3. Developing **new multimodal facilities and greenway trails** to reconnect communities disproportionately affected by highway expansion.
4. Promoting **active mobility in areas with predominantly African American populations**, who face higher risks of cardiovascular disease, diabetes, kidney disease, and cancer, according to the Georgia Department of Public Health, thus improving citizens' physical and mental health.

5. Enhancing **pedestrian and bicycle connections to the city's park system**, slated for \$30 million in capital improvements over the next decade, according to the 2024 City of Dublin Parks Master Plan.

6. Fostering **opportunities for small businesses, affordable housing, and mixed-use development** in areas lacking public or private investment for the past six decades, thus expanding the city's successful revitalization efforts beyond the historic business district.



d | MOBILITY AND COMMUNITY CONNECTIVITY

Challenge: Disjointed and inadequate mobility infrastructure in underserved communities.

Neighborhoods within the Connect Dublin project area have seen severe disinvestment, resulting in disconnected sidewalks and unsafe intersection crossings for pedestrians and bicyclists.

Solution: Plan and execute a network of multimodal paths, sidewalks, and trails to tackle connectivity issues by eliminating physical barriers, designing user-centered infrastructure, and integrating solutions accessible to everyone, regardless of age, size, or disability.

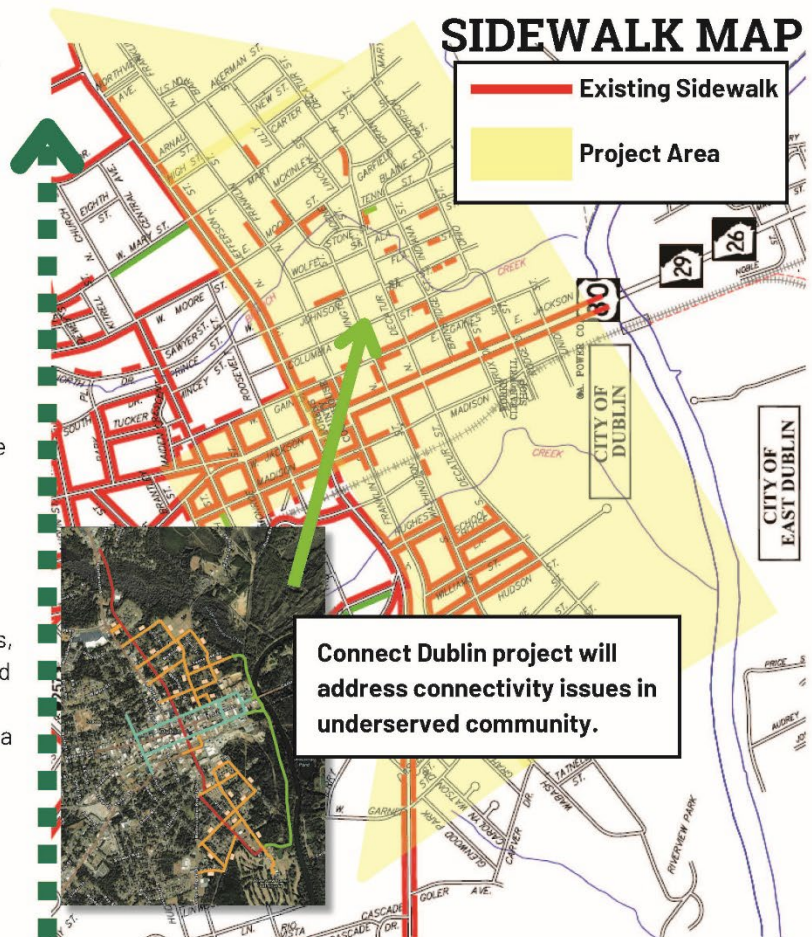
Studies show that walkable cities offer a multitude of economic, environmental, and social benefits. Dublin aspires to be a walkable city and has expanded its sidewalk network by 30% over the past two decades.

Transportation infrastructure enhancements like *Connect Dublin* are essential for advancing these objectives. However, such initiatives are among the most costly to undertake, underscoring the importance of a comprehensive planning process to ensure Dublin maximizes its public investment.

While Dublin has implemented sidewalks and complete street improvements along main corridors, particularly near state highways and main arteries, underserved communities within the project area contend with numerous broken sidewalk connections, creating unsafe conditions for walking or biking throughout the city.



A resident of Southside neighborhood has no choice but to travel in street with motorized wheelchair.





e | ECONOMIC COMPETITIVENESS AND OPPORTUNITY

Challenge: Heightened economic struggle for rural, underserved communities.

Dublin, much like other communities across Georgia and the United States, grapples with economic challenges typical of rural areas, including housing, workforce, connectivity, and economic stagnation. However, what sets Dublin apart is its proactive approach to these challenges through collaboration with local and state partners, with a commitment to fostering economic prosperity for the entire community. The City of Dublin has a proven track record of attracting private investment through strategic planning, prudent public spending, and leveraging a wide array of economic tools at the local, state, and federal levels to encourage revitalization and new development.

Strategically located along Interstate 16, Dublin sits 120 miles west of the Port of Savannah, the fourth busiest port in North America. Serving as an economic hub for a 10-county region with approximately 250,000 people, Dublin experiences a significant increase in daytime population, swelling from 16,000 to over 60,000. Its convenient access to the Savannah Port and Atlanta has attracted new industries, supported by a robust, industry-focused economic development program.

Through a strong partnership with the Georgia Department of Economic Development, Dublin has emerged as a prime location for the EV automotive supply industry, particularly in support of a new Hyundai EV plant under construction 90 miles east in Bryan County. Recently, Dublin secured an EV parts manufacturer, promising 450 jobs within three years, with ongoing efforts to attract another industry potentially generating 1,200 new jobs.

However, while this industry growth is positive, the anticipated population increase exacerbates transportation challenges in underserved communities, widening financial disparities and hindering employment access.

Solution: Cultivate economic prosperity for underserved communities and minority entrepreneurs through economic development and transportation alternatives for workforce.

Dublin has achieved significant success in revitalizing its economy, particularly in its historic downtown. Over the past 15 years, the city has witnessed \$55 million in combined private and public investment, fostering a network of locally owned businesses, creating hundreds of jobs, and developing 33 residential units. This revitalization was gradual, with careful public investment guiding private contributions, turning downtown Dublin into a statewide tourist destination.

The revitalization momentum is extending into surrounding historic neighborhoods like Scottsville, Southside, and Stubbs, where the city has intensified its focus on small business support, housing redevelopment, and neighborhood safety to improve quality of life and employment opportunities. Strategies such as local housing incentives, investment in community facilities and green spaces, and utilizing redevelopment powers have kickstarted revitalization efforts in vulnerable neighborhoods. Historically, these communities boasted micro-commercial nodes that housed flourishing black-owned neighborhood businesses. **With the planning and execution of the Connect Dublin project, Dublin's economic development efforts in these areas will receive a substantial boost, facilitating opportunities to uplift minority-owned small businesses and foster greater economic prospects for historically disadvantaged areas.**

f | STATE OF GOOD REPAIR

Challenge: The network of city streets within the Connect Dublin project area is in poor condition. Despite annual efforts to repave streets using available state and local funding, many road surfaces were constructed using outdated methods and are now deteriorating. Additionally, existing sidewalks are often disconnected and lack modern accessibility features.

Solution: Through planning for multimodal paths and streetscape design, *Connect Dublin* aims to restore and modernize existing aging infrastructure.

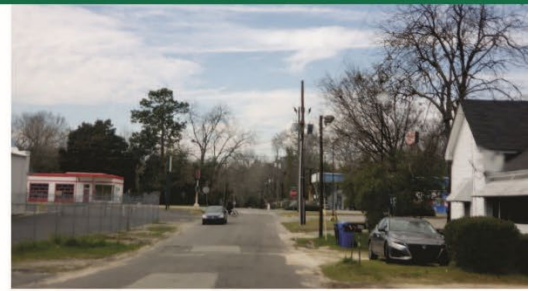
Prioritizing infrastructure improvements within the city's core positions Dublin well to increase community wealth along existing corridors. Rather than burdening taxpayers with additional roadway construction and maintenance costs, enhancing the in-town street network enables the city to drive redevelopment and infill development where infrastructure already exists.

The project areas impacted by Connect Dublin – Scottsville, Southside, and Stubbs – comprise the city's oldest neighborhoods with the least modernized infrastructure. These areas, located near the Oconee River, also face significant stormwater drainage issues due to their age and proximity to the water. Planning and implementing Connect Dublin will enable the city to upgrade stormwater facilities along city streets and replace failing pipes, mitigating damage to private and public property.

Through the planning and eventual implementation of Connect Dublin, the City of Dublin will evaluate and address the maintenance needs of the new infrastructure and proactively plan for ongoing maintenance.

42%

of city streets located within the project area were graded **Fair to Poor Condition** in an annual street condition survey conducted by the City of Dublin Engineering Department. Only 18% were rated Excellent.





g | PARTNERSHIP AND COLLABORATION

Challenge: The success of Connect Dublin requires significant collaboration and ensuring underserved voices are heard.

The City of Dublin prides itself on fostering strong partnerships, recognizing that collaboration amplifies its impact despite limited resources. Through close cooperation with the County, the School System, development agencies, non-profits, and grassroots citizen groups, the city consistently implements projects and programs aimed at enhancing the lives of its residents.

Solution: Leverage existing strong community partnerships to broaden the impact of Connect Dublin.

With the Connect Dublin project, Dublin will collaborate closely with the Dublin Housing Authority and Dublin-Laurens Land Bank Authority to create new housing opportunities along the street network. The Georgia Department of Transportation will serve as a crucial partner in addressing transportation connections along highways. And, in partnership with its Downtown Development Authority, the city will develop initiatives to support minority

small business growth, ensuring a diverse range of goods and services while fostering local entrepreneurship and access to workforce.

The most vital partnership lies between the City of Dublin and its residents, particularly those in Scottsville, Southside, and Stubbs. During a recent stakeholder input session for the city's comprehensive plan update, one resident expressed, "the City of Dublin has a listening ear and is always open to feedback from its residents." Through active community engagement and public input opportunities, the community plays a pivotal role in shaping the city's initiatives.

Both the community and the City of Dublin acknowledge the societal challenges these neighborhoods have faced over the years. Together, citizens, elected officials, city staff, and business leaders are fully committed to providing the resources these areas deserve. Dublin is prepared to launch a comprehensive approach to delivering these resources, with a primary goal of building partnerships to improve the health and safety in its most vulnerable communities.



h | INNOVATION

Challenge: The complexity of the Connect Dublin project will require innovative solutions to provide needed resources in underserved communities.

Solution: City's first network of multimodal paths providing safe pedestrian and bicycle passage between neighborhoods and downtown, culminating from years of planning and preparation.

Connect Dublin aims to pioneer the development of the city's first multimodal paths and greenway trail along the Oconee River, facilitating safe passage between neighborhoods separated by federal highway infrastructure and broadening community connectivity.

This initiative represents the culmination of various planning efforts undertaken by the city over the past decade, including those for the Oconee Riverwalk and Bike Trail Plan, Downtown Dublin Revitalization Plan, City Parks Master Plan, Project Slow Zone Traffic Calming Plan, and Sidewalk Expansion Plan, among others. By integrating insights from these diverse planning endeavors, Connect Dublin endeavors to comprehensively address challenges and incorporate solutions, leveraging historical knowledge of the project areas and meeting the broader needs of the city as a whole.

Solution: Innovative and robust community outreach plan for project delivery.

The City of Dublin is committed to implementing a dynamic and forward-thinking public engagement program throughout the planning stages of this project. To ensure widespread participation and diverse input, the city will employ the following innovative strategies:

1. Community Ambassador Team: Establishing a dedicated team of community ambassadors who will serve as liaisons between residents and the project planners. These ambassadors will engage with community members, gather feedback, and facilitate dialogue to ensure that a broad spectrum of perspectives is represented.





h | INNOVATION (contd.)

2. Hands-on Workshops: Organizing interactive workshops directly in the project area, where residents can participate in hands-on activities, design charrettes, and collaborative brainstorming sessions. These workshops will provide residents with the opportunity to actively contribute their ideas and preferences for the project.

3. Pop-Up Exhibits at Community Festivals: Hosting pop-up exhibits and information booths at community festivals, events, and gatherings. These exhibits will showcase project plans, visualizations, and interactive displays to engage attendees and solicit feedback in a festive and welcoming atmosphere.

4. GIS-Based Social Media: Leveraging Geographic Information System (GIS) technology and social media platforms to create interactive maps, surveys, and virtual engagement tools. This approach will allow residents to provide input and share their insights online, making participation more accessible and convenient.

By implementing these innovative public engagement strategies, the City of Dublin will meet residents where they are, foster meaningful dialogue, and ensure that community input informs every step of the planning process for this project.

Solution: Maximize the impact of the project by leveraging local resources.

The City of Dublin has a proven track record of maximizing the impact of every local public investment dollar. Through a combination of a robust grants program, public-private partnerships, and strategic project prioritization, Dublin effectively leverages and optimizes the use of local funds for various projects.

This grant application presents another opportunity for Dublin to demonstrate its commitment to maximizing project benefits financially while mitigating any associated risks. By leveraging external funding sources and employing sound project management practices, Dublin aims to ensure the efficient and effective implementation of the proposed project.





The City of Dublin stands ready to initiate the Connect Dublin project upon grant award notification. The Mayor and City Council, as well as the City Manager and executive staff members are prepared to support and carry out this project to successful completion. The following activities were completed in preparation to implement this project:

1. Completed a comprehensive assessment of all existing plans and historical data that impact the project area by key city staff including the City Manager, City Engineers, and City Planner (January 2023).
2. Conducted a three-day design charrette with community input session to better define the project area and components (January 2023).
3. Requested and received approval to move forward with project and seek grant funding from the Mayor and City Council (March 2023).
4. Engaged professional engineering services to provide a complete and comprehensive cost estimate for the project (September 2023).
5. Completed city-wide street pavement condition survey (2023).

Technical Capacity Assessment

The City of Dublin has a proven track record of success in planning for and delivering capital projects on time and on budget. Using local, state, and federal funding, the City of Dublin has successfully leveraged tens of millions of dollars in private investment in the last decade alone.

Recent examples of successful project implementation utilizing federal and state funding include:

Project	Funding Source	Amount	Project Status
Hwy 257 Water Utility Extension	2015 EDA Grant	\$ 1,300,000	Complete, Compliant
Dublin Industrial Park Sewer Improvement	2020 EDA	\$ 2,620,000 (\$ 5,480,400 Local Match)	Ongoing, On Schedule, Compliant
COVID RECOVERY	2020 ARPA	\$ 5,930,542	Obligated, Compliant
Joiner Street Stormwater Improvements	2015 CDBG	\$ 500,000 (\$ 358,237 Local Match)	Complete, Compliant

Federal and state funding experience contd.

Project	Funding Source	Amount	Project Status
Marcus Street Stormwater Improvements	2016 CDBG	\$ 500,000 (\$ 490,000 Local Match)	Complete Compliant
Housing Redevelopment Scottsville & Southside	2017 CDBG	\$ 710,000	Complete, Compliant
Housing Redevelopment Scottsville & Southside	2018 CDBG	\$ 545,000	Complete Compliant
Madison Street Redevelopment Project	2022 Rural Downtown Grant (GA DCA)	\$ 3,300,000 (\$ 396,000 Local Match)	Obligated, Compliant
Dublin Police Department Crime Reduction Program	2023 SLFRF Public Safety	\$ 1,200,000	Ongoing, On Schedule, Compliant
Oconee Gym Renovation Project	2023 SLFRF Improving Neighborhood Outcomes	\$ 2,200,000 (\$ 1,000,000 Local Match)	Ongoing, On Schedule, Compliant



Madison Street Redevelopment Project Ongoing

Recent examples of successful transportation project implementation include:

Project	Purpose	Funding Source	Amount	Project Status
Hillcrest Parkway Improvement Project	four miles of local arterial roadway, including sidewalks and pedestrian improvements	TSPLOST	\$ 17,000,000	Complete 2022, Compliant
Stubbs Park Transportation Project	transportation improvements around Stubbs Park including sidewalks, multimodal paths, and two traffic circles	TSPLOST	\$ 3,500,000	Complete 2023, Compliant
Hwy 80/ East Jackson St Pedestrian Improvements	design of pedestrian and streetscape improvements along 0.5 miles of state highway located along a gateway from the Oconee River into downtown	GDOT Transportation Alternative Program	\$,400,000	Ongoing, Compliant
Annual Street Resurfacing Project	asphalt resurfacing of city streets	LMIG/ Local Match	\$, 300,000 - \$ 700,000 Annually	Complete through 2023, Compliant

Stubbs Park Transportation Project Completed 2023



Federal Compliance

The operation of the City of Dublin and the implementation of capital projects is and will remain compliant with federal regulations including but not limited to Title VI, Americans with Disabilities Act, Davis Bacon Act, and Build America, Buy America Act. The City of Dublin underwent and completed a Title VI and ADA audit, agreement update, and transition plan (ADA) with the Georgia Department of Transportation in 2023 and was found to be in compliance.



City of Dublin Certifications and Accolades

Certified **PlanFirst Community** through the Georgia Department of Community Affairs. The City of Dublin has maintained designation since 2016, proving excellence in project planning and implementation;

Certified **Main Street America City** (1989). The City of Dublin garnered \$55 million in public and private investment in downtown since 2007;

Recipient of a **Certificate of Achievement for Excellence in Financial Reporting** from the Government Finance Officers Association for its continued commitment to demonstrating a "spirit of full disclosure." (2024, awarded annually);

Certified **Georgia Initiative for Community Housing (GICH) Alumni** through the Georgia Department of Community Affairs;

Certified Local Government through Georgia Department of Community Affairs Historic Preservation Division;

Qualified Local Government through Georgia Department of Community Affairs, indicating compliance with all state regulations for municipal corporations

Designated **Tree City USA** for 24 consecutive years by The Arbor Day Foundation and Georgia Forestry Commission.

Project Schedule

Fall 2024

- Obligate RAISE Funds
- Procure and engage a third party consultant to perform the planning tasks.
- Initiate project team meetings

Winter 2025

- Project kick-off (develop project vision, webpage, social media, ambassador team, public engagement plan)
- Begin study considerations (feasibility, planning, environmental)
- Initial public engagement, community survey

Spring 2025

- Begin Data Collection
- Begin Feasibility, Bike-Ped studies
- Stakeholder engagement (residents, property owners, business owners, interest focus groups)
- Begin Environmental Screening

Summer 2025

- Continue public engagement (hands-on workshop and pop-up exhibits at civic events)
- Pop-up exhibits
- Begin Conceptual Design

Fall 2025

- Continue public engagement through GIS-based social media engagement
- Review and adjust conceptual design

Winter 2026

- Continue public engagement program and solicit input on the initial conceptual design
- Begin Cost Benefit Analysis

Spring 2026

- Review draft deliverables and conceptual design with the consultant
- Community open house to review design

Summer 2026

- Complete Environmental Screening
- Finalize all deliverables and conceptual design with the consultant
- Presentation to community
- City Council adoption

Attachment B – USDOT GRANT AGREEMENT

1. **Award No.**
693JJ32640306
2. **Effective Date**
See No. 17 Below
3. **Assistance Listings No.**
20.933
4. **Award To**
City of Dublin
100 S. Church Street
Dublin, GA 31021

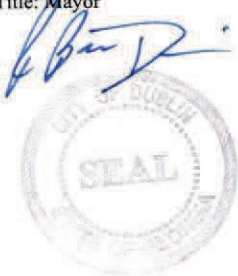
Unique Entity Id.: KQ85MPJ29DN6
TIN No.: 58-6000566
5. **Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Cooperative Agreements and Non-State Grant
Awards Division
1200 New Jersey Avenue, SE
Washington, DC 20590
6. **Period of Performance**
Effective Date of Award –
06/30/2029
7. **Total Amount**
Federal Share: \$1,500,000
Recipient Share: \$0
Total: \$1,500,000
8. **Type of Agreement**
Grant
9. **Authority**
49 U.S.C. 6702; Infrastructure Investment and
Jobs Act (Pub. L. No. 117-58, div. J, Nov. 15,
2021); Consolidated Appropriations Act, 2024
(Pub. L. 118-42, March 8, 2024)
10. **Procurement Request No.**
HOFM250089PR
11. **Federal Funds Obligated**
\$1,500,000
12. **Submit Payment Requests To**
See Article 18 of the General Terms and
Conditions.
13. **Payment Office**
See Article 18 of the General Terms and
Conditions.
14. **Accounting and Appropriations Data**
1580C83E50.2024.070RA19500.7001000000.41010.61006600
15. **Description of Project**
Connect Dublin Multimodal and Streetscape Plan

RECIPIENT

16. **Signature of Person Authorized to Sign**



Signature Date
Name: Joshua E. Kight
Title: Mayor



FEDERAL HIGHWAY ADMINISTRATION

17. **Signature of Agreement Officer**

TRAVIS BRANDON WHEELER
Digitally signed by TRAVIS BRANDON WHEELER
Date: 2025.12.30 10:27:39 -06'00'

Signature Date
Name: Travis Wheeler
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2024 RAISE PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and the City of Dublin (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Connect Dublin Multimodal and Streetscape Plan.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS.**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2024 RAISE Program: FHWA Projects,” dated November 4, 2025, which is available at <https://www.transportation.gov/BUILDgrants/grant-agreements>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2
SPECIAL TERMS AND CONDITIONS.**

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Connect Dublin Multimodal and Streetscape Plan

Application Date: 02/28/2024

2. Recipient's Unique Entity Identifier.

See section 28.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Candi Powell
Grants Coordinator
City of Dublin
P.O. Box 690
(478) 277-5036
powellc@dublinga.org

4. Recipient Key Personnel.

None.

5. USDOT Project Contact(s).

Travis Wheeler
Agreement Officer (AO)
Federal Highway Administration
Cooperative Agreements and Non-State Grant Awards Division
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-8887
travis.wheeler@dot.gov

and

Lishelle Wesley
Agreement Specialist (AS)
Federal Highway Administration
Cooperative Agreements and Non-State Grant Awards Division
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 493-0435
lishelle.wesley@dot.gov

and

Jared Lombard
Agreement Officer Representative (AOR)
Community Planner
Georgia Division Office
75 Ted Turner Dr SW, Suite 1000
Atlanta, Georgia 30303
(404) 562-3617
Jared.lombard@dot.gov

6. Payment System.

USDOT Payment System: DELPHI eInvoicing

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: Cooperative Agreements and
Non-State Grant Awards Division

8. Federal Award Identification Number.

See section 28.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: None.

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This project will fund planning activities for future improvements to approximately 13.5 miles of city-owned roadway, drainage, and pedestrian facilities; along with various corridor improvements. Planning elements include a feasibility study; bicycle-pedestrian study; data collections; environmental screening; community outreach; conceptual design; and economic analysis.

2. Statement of Work.

The project consists of the conceptual design and environmental screening for approximately 13.5-miles of roadway, drainage improvements, and pedestrian facilities, along with various corridor improvements throughout Dublin, Georgia.

The activities to be completed during the project include the following:

- **Feasibility Study** - This study will evaluate the feasibility and provide recommendations for improvements of different corridor improvement options and multimodal paths based on location, size, existing conditions, and right-of-way impacts.
- **Bike-Pedestrian Study** - This study will evaluate the bicycle and pedestrian movements along the project corridors and use them to reinforce design aspects and make recommendations for the various corridor improvements included in the feasibility study.
- **Data Collection** - Aerial photography and base mapping will be collected for use in preparing the conceptual plans and exhibits for the project.
- **Environmental Screening** - To be conducted to identify environmental resources that should be considered and to comply with the National Environmental Policy Act (NEPA). Identification of Environmental Justice communities will also be conducted to identify underserved communities and ensure they will not be adversely impacted by future projects. To aid in the usefulness of the resources identified, a Geographic Information System (GIS)-based platform will be created, which can be used as an interactive tool and information resource.
- **Community Outreach** - A robust plan for public outreach and engagement to include six (6) widely advertised in-person workshops, creation of a Community Ambassador Committee (CAC) to engage the public, and pop-up exhibits at three (3) currently planned civic events. A GIS-based social media page will also be launched with real-time information about proposed improvements and offer a way for the public to provide feedback.
- **Conceptual Design** - 30% conceptual designs will be prepared along with probable construction cost estimates for the entire project, as well as a conceptual right-of-way plan for each of the corridors based on the conceptual designs.
- **Economic Analysis** - A Benefit Cost Analysis will be prepared following USDOT guidance for the project, which will evaluate the human, environmental, and monetary costs to determine if the return on investment for the project.

SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE

1. Award Dates.

Budget Period End Date: 06/30/2029

Period of Performance End Date: See section 28.5 of the General Terms and Conditions

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Project Completion Date:	06/30/2028

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

RAISE Grant Amount: \$1,500,000

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs	
	Total
RAISE Funds:	\$1,500,000
Other Federal Funds:	\$0
Non-Federal Funds:	\$0
Total:	\$1,500,000

4. Cost Classification Table.

Cost Classification	Total Costs	Non-RAISE Previously Incurred Costs	Eligible Costs
Contractual	\$1,500,000	\$0	\$1,500,000
Project Total	\$1,500,000	\$0	\$1,500,000

5. Approved Pre-award Costs.

None. The USDOT has not approved under this award any pre-award costs under 2 CFR 200.458.

**SCHEDULE E
CHANGES FROM APPLICATION**

Scope: No changes.

Schedule: The application estimated the project completion in the Summer of 2026, with the project expected to take approximately 24 months to complete. Additional time will be needed to account for execution of program funding, as well as the need for key staff to focus on recovery efforts related to Hurricane Helene, which significantly impacted the City of Dublin on September 27, 2024.

The table below compares the Project milestone dates.

Milestone	Application	Schedule C
Planned Project Completion Date:	09/15/2026	06/30/2028

Budget: No changes.

Other: No other notable changes.

**SCHEDULE F
RAISE PROGRAM DESIGNATIONS**

1. **Urban or Rural Designation.**
Urban-Rural Designation: Rural
Capital or Planning Designation.
Capital-Planning Designation: Planning
2. **Historically Disadvantaged Community/Area of Persistent Poverty Designation.**
HDC/APP Designation: Yes
3. **Funding Act.**
Funding Act: IIJA
4. **Security Risk Designation.**
Security Risk Designation: Low

SCHEDULE G
RAISE PERFORMANCE MEASUREMENT INFORMATION

Reserved.

**SCHEDULE H
LABOR AND WORK**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with "X" in the following table are accurate:

	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>

	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.
--	--

2. Supporting Narrative.

This planning project will continue and expand the City of Dublin's revitalization efforts into surrounding historic neighborhoods like Scottsville, Southside, and Stubbs, where the city has intensified its focus on small business support, housing redevelopment, and neighborhood safety to improve quality of life and employment opportunities. The City will partner with the Dublin Downtown Development Authority, Dublin-Laurens Land Bank Authority, and Dublin-Laurens Development Authority among others to engage groups in the project area and develop initiatives to support small business growth, ensuring a diverse range of goods and services while fostering local entrepreneurship and access to the workforce.

RFQ #26-0908-01 – FORM #1 – CERTIFICATION FORM

CITY OF DUBLIN RAISE GRANT PLANNING PROJECT

CERTIFICATION FORM

STATE OF _____

CITY OF _____

_____, being first duly sworn, deposes and says that:

- 1) The undersigned, as Consultant, certifies that every provision of this RFQ and attachments and forms thereto have been read and understood.
- 2) The Consultant hereby provides the following representations and assurances to the City of Dublin, Georgia (the “City”):
 - i. The Consultant represents that it has familiarized itself with and assumes full responsibility for having familiarized itself with the nature and extent of this RFQ, the Project, the locality, local conditions, state, and local laws, ordinances, rules, and regulation, as well as all applicable statutes, regulations, executive orders (Eos), Office of Management and Budget (OMB) circulars, terms and conditions, and approved applications; all as may be applicable to the Project and the scope of work or that may in any manner affect performance of the work for the Project, including those requirements, terms, and conditions contained within this RFQ. The Consultant further represents that it has correlated its Submittal with the requirements of this RFQ; and
 - ii. The Consultant will comply with all requirements, stipulations, terms and conditions as stated in this RFQ; and
 - iii. The Consultant currently complies with all Federal, State, and local laws and regulations regarding employment practices, equal opportunities, industry and safety standards, performance and any other requirements as may be relevant to the requirements of this RFQ; did not participate in the development or drafting specifications, requirements, statement of work, etc., relating to this RFQ; and
 - iv. The Consultant has not colluded with other Consultants possibly interested in this RFQ in arriving at or determining prices and conditions to be submitted; and
 - v. No person associated with Consultant’s firm is an employee of the City. Should Consultants, or Consultant’s firm have any currently existing agreements with the City,

Consultant must affirm that said contractual arrangements do not constitute a conflict of interest in this solicitation; and

vi. Such agent, as indicated below, is officially authorized to represent the Consultant in whose name the Submittal is submitted.

NAME OF CONSULTANT

BY: _____

Print Name: _____

Title: _____

Date: _____

RFQ #26-0908-01 – FORM #2 – GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT: E-VERIFY AND SAVE PROGRAM

The Owner participates in the Georgia Security and Immigration Compliance Act with regard to Contractors and Subcontractors. The Act is explained in detail in this document. Additionally, there are three documents included that must be completed and returned to the Owner with your bid package, as applicable. These are:

Contractor Affidavit and Agreement

Subcontractor Affidavit – if applicable

Sub-subcontractor Affidavit – if applicable

Failure to return the completed documents, if required, shall result in disqualification of the bid in its entirety.

The undersigned Proposer has read and understands the provisions contained herein and agrees to be bound by same. Please sign below to acknowledge you have read and understand the RFP requirements.

PROPOSER

Name of Firm

By: _____

Name: _____

Title: _____

RFQ #26-0908-01 – FORM #3 – USDOT STANDARD TITLE VI/ NON-DISCRIMINATION ASSURANCES - DOT ORDER NO. 1050.2A (APPENDIX A)

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)

STANDARD TITLE VI / NON-DISCRIMINATION ASSURANCES

Consultant Information

Legal Name of Firm: _____

Type of Firm: ☐ Prime Consultant ☐ Subconsultant

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____ **Email:** _____

Federal Tax ID (Optional): _____

ASSURANCE

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor"), agrees as follows:

1. Compliance with Regulations

The Contractor (including consultants) will comply with the Acts and Regulations relative to Non-Discrimination in Federally Assisted Programs of the U.S. Department of Transportation, as they may be amended from time to time, which are incorporated by reference and made a part of this agreement.

2. Non-Discrimination

The Contractor, regarding the work performed during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate directly or indirectly in discrimination prohibited by the applicable Acts and Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment

In all solicitations for subcontracted work, procurement of materials, or leasing of equipment, each potential subcontractor or supplier shall be notified of the Contractor's obligations under this agreement and the applicable Acts and Regulations regarding non-discrimination.

4. Information and Reports

The Contractor shall provide all information and reports required by the applicable Acts, Regulations, and directives, and shall permit access to books, records, accounts, facilities, and other sources of information necessary to determine compliance.

5. Sanctions for Noncompliance

In the event of noncompliance with the non-discrimination provisions of this agreement, the Recipient may impose sanctions as permitted by law and applicable regulations.

6. Incorporation of Provisions

The Contractor shall include the provisions of this assurance in every subcontract, including procurements of materials and leases of equipment, unless exempt by applicable regulations or directives.

CERTIFICATION

I hereby certify that the above-named firm will comply with the requirements of USDOT Order No. 1050.2A, Appendix A, and all applicable federal non-discrimination statutes and regulations as a condition of participation in RFQ #26-0908-01.

Authorized Representative

Printed Name: _____

Title: _____

Signature: _____

Date: _____

Witness / Notary (If Required by Procuring Agency)

Witness Name: _____

Signature: _____

Date: _____

RFQ #26-0908-01 – FORM #4 - USDOT STANDARD TITLE VI/ NON-DISCRIMINATION ASSURANCES - DOT ORDER NO. 1050.2A (APPENDIX E)

**UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)
STANDARD TITLE VI / NON-DISCRIMINATION ASSURANCES**

DOT Order No. 1050.2A – Appendix E

Pertinent Nondiscrimination Authorities Acknowledgement

Appendix E is typically incorporated into federally assisted contracts and identifies the non-discrimination of statutes, regulations, executive orders, and authorities with which contractors and consultants agree to comply during contract performance. [dot.ca.gov], [dot.ca.gov]

Consultant Information

Legal Name of Firm: _____

Type of Firm: ☐ Prime Consultant ☐ Subconsultant

Business Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____

Email: _____

RFQ Number: 26-0904-01

APPENDIX E CERTIFICATION

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor"), agrees to comply with all applicable nondiscrimination statutes, regulations, and authorities, including but not limited to the following: [dot.ca.gov], [dot.ca.gov]

Pertinent Nondiscrimination Authorities

☐ Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) and 49 CFR Part 21, prohibiting discrimination based on race, color, or national origin. [dot.ca.gov], [dot.ca.gov]

☐ Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601 et seq.), prohibiting unfair treatment of persons displaced by federally funded projects. [dot.ca.gov], [dot.ca.gov]

☐ Federal-Aid Highway Act of 1973 (23 U.S.C. § 324), prohibiting discrimination based on sex. [dot.ca.gov], [dot.ca.gov]

☐ Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794) and 49 CFR Part 27, prohibiting discrimination based on disability. [dot.ca.gov], [dot.ca.gov]

☐ Age Discrimination Act of 1975 (42 U.S.C. § 6101 et seq.), prohibiting discrimination based on age. [dot.ca.gov], [dot.ca.gov]

☐ Airport and Airway Improvement Act of 1982, as amended, prohibiting discrimination based on race, creed, color, national origin, or sex. [dot.ca.gov], [dot.ca.gov]

☐ Civil Rights Restoration Act of 1987, expanding the scope and applicability of Title VI, Section 504, and the Age Discrimination Act to all programs and activities of recipients. [dot.ca.gov], [dot.ca.gov]

☐ Titles II and III of the Americans with Disabilities Act (ADA) and implementing regulations at 49 CFR Parts 37 and 38. [dot.ca.gov], [dot.ca.gov]

- ☐ Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. [dot.ca.gov], [dot.ca.gov]
- ☐ Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (LEP). [dot.ca.gov], [dot.ca.gov]
- ☐ Any additional applicable USDOT nondiscrimination requirements, regulations, guidance, and directives issued by the sponsoring agency. [faa.gov], [apply07.grants.gov]

Contractor Acknowledgement

The undersigned acknowledges and certifies that the firm identified above will comply with all applicable nondiscrimination requirements contained in USDOT Order No. 1050.2A, Appendix E, throughout the performance of services under RFQ #26-0908-01. [dot.ca.gov], [dot.ca.gov]

Authorized Representative

Firm Name: _____

Printed Name: _____

Title: _____

Signature: _____

Date: _____

RFQ #26-0908-01 – FORM #5 - REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS

Primary Covered Transactions

(49 CFR Part 29, Appendix A)

This certification is required by Federal regulations implementing Executive Order 12549. By signing and submitting this proposal, the prospective primary participant is providing the certification set forth below.

[highways.dot.gov], [fhwa.dot.gov]

Consultant Information

Legal Name of Firm: _____

Type of Firm: ☐ Prime Consultant ☐ Subconsultant

Business Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Email: _____

RFQ Number: 26-0904-01

Certification

The prospective primary participant certifies to the best of its knowledge and belief that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any Federal department or agency.

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for:

Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction;

Violation of Federal or State antitrust statutes;

Embezzlement;

Theft;

Forgery;

Bribery;

Falsification or destruction of records;

Making false statements; or

Receiving stolen property.

(c) Are not presently indicted for, or otherwise criminally or civilly charged by a governmental entity with, commission of any of the offenses enumerated in paragraph (b) of this certification.

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

EXCEPTION

☐ The prospective participant is unable to certify to one or more of the statements above.

If checked, attach a detailed explanation on a separate sheet and identify the paragraph(s) to which the exception applies. [fhwa.dot.gov], [federal.elaws.us]

Authorized Representative Certification

I certify that I am authorized to execute this certification on behalf of the firm identified above and that the information provided herein is true and correct to the best of my knowledge and belief.

Firm Name: _____

Printed Name: _____

Title: _____

Signature: _____

Date: _____

**RFQ #26-0908-01 – FORM #6 - CERTIFICATION REGARDING DEBARMENT,
SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

**Lower Tier Covered Transactions
(49 CFR Part 29, Appendix B)**

This certification is required of all lower-tier participants (including subconsultants, subcontractors, suppliers, and vendors) participating in federally assisted contracts. By signing and submitting this form, the prospective lower-tier participant provides the certification set forth below. [fhwa.dot.gov], [highways.dot.gov]

Lower Tier Participant Information

Legal Name of Firm: _____

Type of Firm: ☐ Subconsultant ☐ Subcontractor ☐ Supplier ☐ Vendor

Business Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Email: _____

RFQ Number: 26-0904-01

Prime Consultant: _____

Certification

The prospective lower-tier participant certifies, by submission of this proposal, that neither it nor its principals:

- (a) Are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any Federal department or agency.
- (b) Will knowingly enter into any lower-tier covered transaction with a person who is proposed for debarment, debarred, suspended, declared ineligible, or voluntarily excluded from participation in a covered transaction unless specifically authorized by the appropriate Federal agency.
- (c) Agree to include this certification, without modification, in all lower-tier covered transactions and solicitations for lower-tier covered transactions.

Exception Statement

☐ The prospective lower-tier participant is unable to certify to one or more of the statements above.

If checked, provide a detailed explanation below or attach a separate signed statement identifying the specific exception(s).

Explanation:

Authorized Representative Certification

I certify that I am authorized to execute this certification on behalf of the firm identified above and that the information contained herein is true and correct to the best of my knowledge and belief.

[fhwa.dot.gov], [highways.dot.gov]

Firm Name: _____

Printed Name: _____

Title: _____

Signature: _____

Date: _____

RFQ #26-0908-01 – FORM #7 - CERTIFICATION REGARDING DRUG-FREE WORKPLACE REQUIREMENTS

(49 CFR Part 29, Appendix C)

This certification is required by Federal regulations implementing the Drug-Free Workplace Act. By signing and submitting this proposal, the firm is providing the certification set forth below.
[highways.dot.gov], [highways.dot.gov]

Firm Information

Legal Name of Firm: _____

Type of Firm: ☐ Prime Consultant ☐ Subconsultant

Business Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____

Email: _____

RFQ Number: 26-0904-01

CERTIFICATION REGARDING DRUG-FREE WORKPLACE REQUIREMENTS

Alternate I (Grantees Other Than Individuals)

The undersigned certifies that the firm identified above will provide a drug-free workplace by:
[highways.dot.gov], [highways.dot.gov]

A. Publishing a Statement

Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the firm's workplace and specifying the actions that will be taken against employees for violations of such prohibition.

B. Establishing a Drug-Free Awareness Program

Establishing an ongoing drug-free awareness program to inform employees about:

1. The dangers of drug abuse in the workplace.

2. The firm's policy of maintaining a drug-free workplace.
3. Any available drug counseling, rehabilitation, and employee assistance programs.
4. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

C. Requiring Employee Compliance

Making it a requirement that each employee engaged in the performance of this contract be given a copy of the statement required above and notifying the employee that, as a condition of employment under the contract, the employee will:

1. Abide by the terms of the statement; and
2. Notify the employer in writing of any conviction under a criminal drug statute for a violation occurring in the workplace no later than five (5) calendar days after such conviction.

D. Notification to Government Agency

Notifying the appropriate governmental agency, in writing, within ten (10) calendar days after receiving notice of an employee's conviction.

E. Employee Sanctions or Rehabilitation

Taking one of the following actions within thirty (30) calendar days of receiving notice of an employee's conviction:

- ☐ Taking appropriate personnel action against the employee, up to and including termination; or
- ☐ Requiring the employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes.

F. Good Faith Effort

Making a good-faith effort to continue maintaining a drug-free workplace through implementation of the requirements described above.

Workplace Identification (Optional)

The following workplace(s) may be used in the performance of services under RFQ #26-0908-01. If additional locations exist, attach additional sheets. Federal guidance allows workplaces to be maintained on file if not listed below.

Location Description	Street Address	City/State
_____	_____	_____

_____	_____	_____
_____	_____	_____

Authorized Representative Certification

I certify that I am authorized to execute this certification on behalf of the firm identified above and that the firm will comply with the Drug-Free Workplace requirements applicable to federally assisted contracts and grants.

Firm Name: _____

Printed Name: _____

Title: _____

Signature: _____

Date: _____

