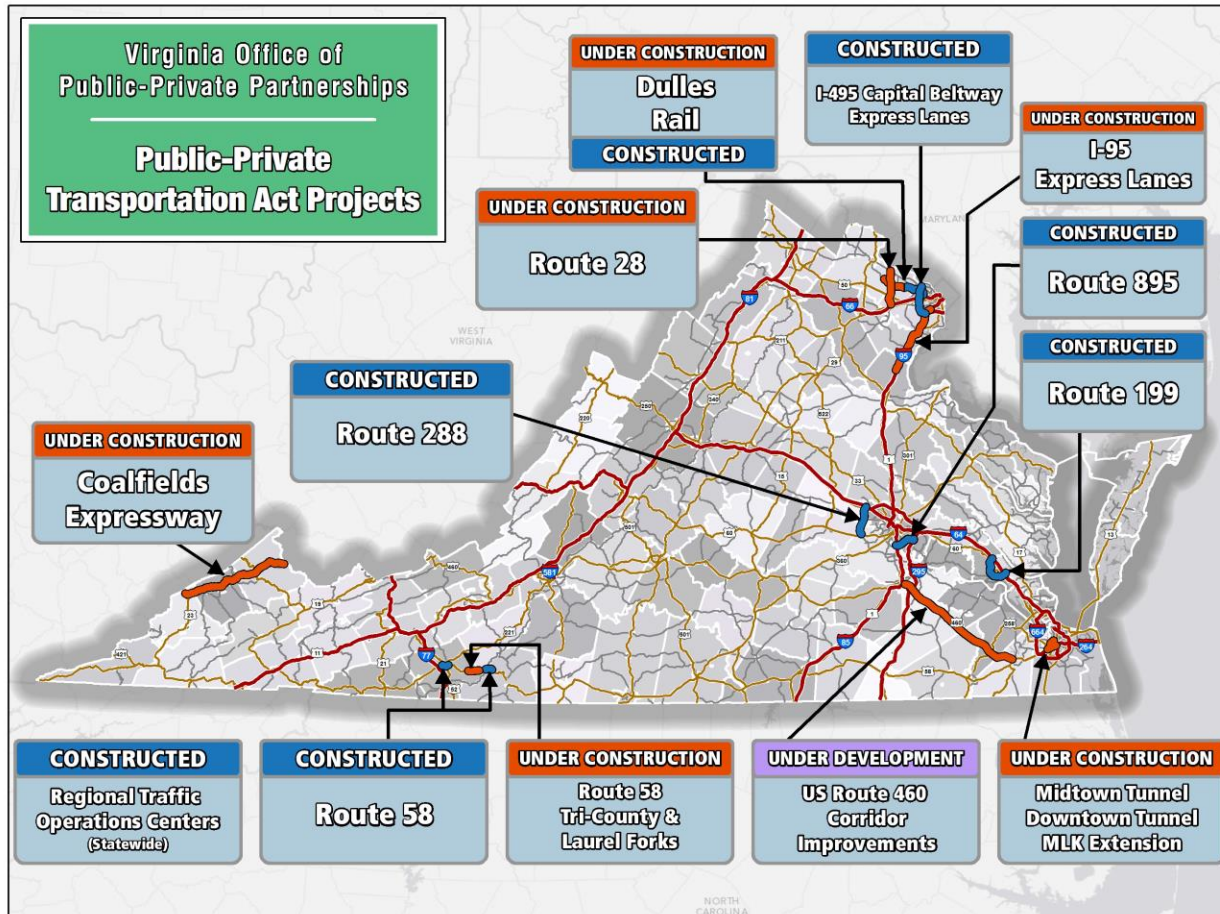


PPTA Projects and Strategic Planning for the Construction of Interstate 73

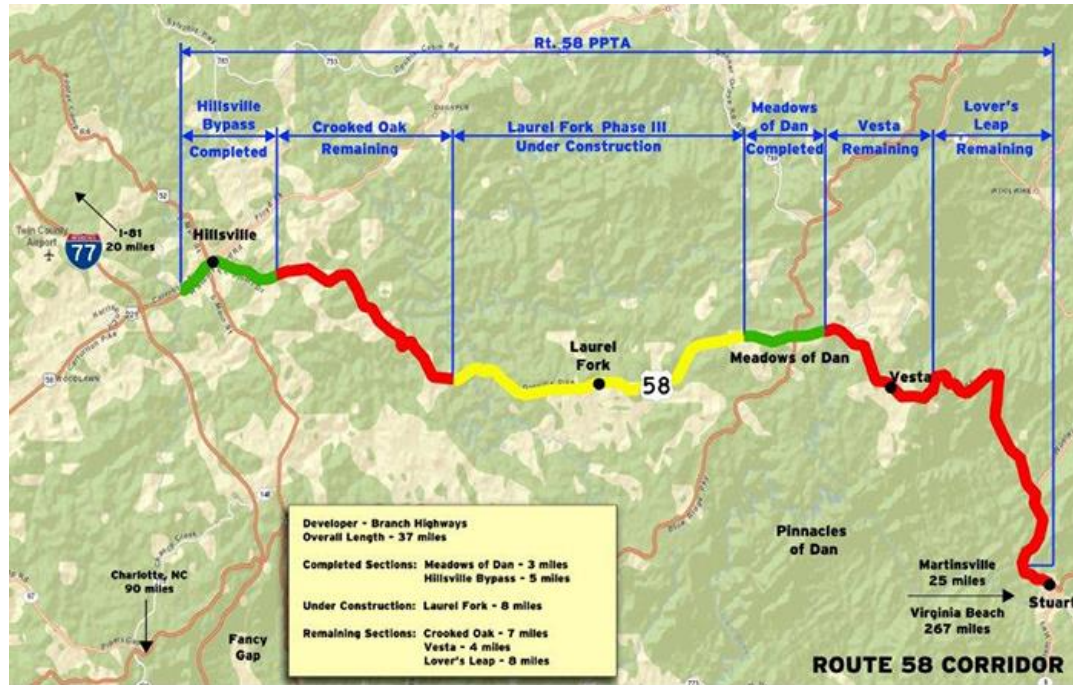
Michael Higgins
Vice President Design-Build Services
Branch Highways Inc.

PPTA Projects



Route 58 PPTA

Dedicated Funding and Sustained, Regional Advocacy

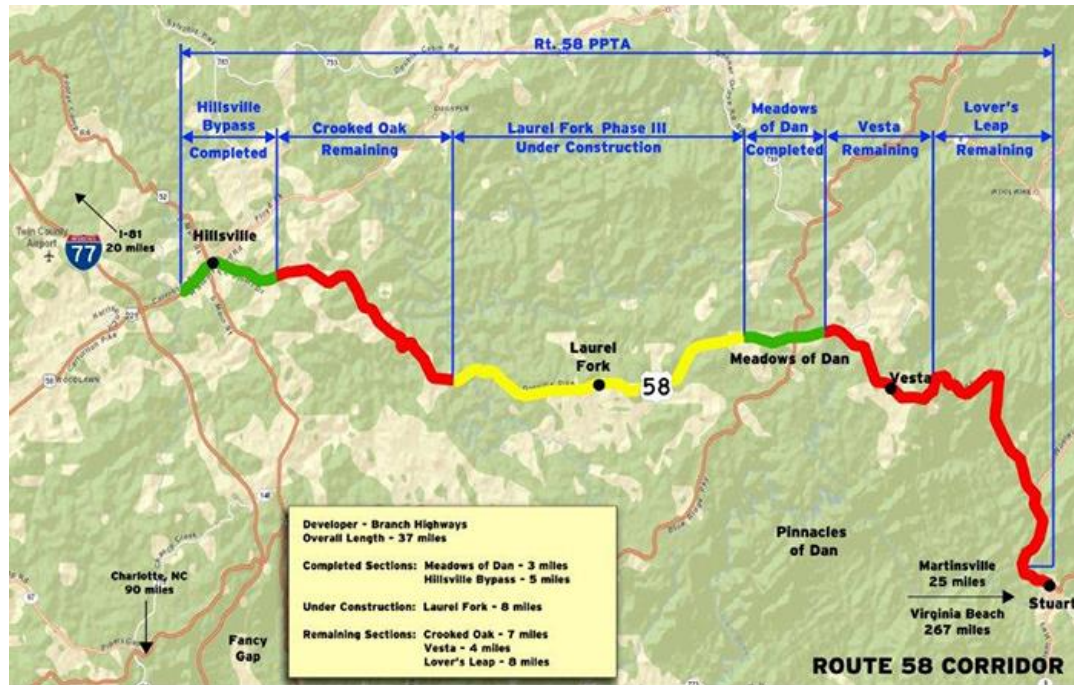


Project Background

- 2003 PPTA agreement for 36 miles between Hillsville and Stuart
- Agreement has multiple design-build phases
- Each phase contingent on available funding

Route 58 PPTA

Dedicated Funding and Sustained, Regional Advocacy



Project Status/Updates

- **Phase 1:** Three-mile Meadows of Dan - completed November 2005
- **Phase 2:** Five-mile Hillsville Bypass - completed August 2011
- **Phase 3:** Eight-mile Laurel Fork/Tri-County Project - in progress
- **Remaining Phases:** Crooked Oak, Vesta and Lover's Leap - pending funding approval

Route 58 PPTA

Dedicated Funding and Sustained, Regional Advocacy

Project Benefits

- Creation of “Super 58”, a four-lane expressway across southern Virginia
- Promotes existing businesses along 58
- Promotes access to the Port of Virginia
- Provides critical east-west connectivity
- Provides an alternate west-east route when there is congestion on I-81
- Provides an alternate route for traffic to and from the Port of Virginia
- Increases the safety for the many cars and school buses that traverse dangerous portions of 58
- Provides a four-lane expressway across the southern portion of Virginia from Hampton Roads to I-77 and eventually to I-81 and points west

Project Financing

- Route 58 Corridor Development Program (bonds) established in 1989 by the General Assembly

Route 288 PPTA

Western Beltway and Regional Advocacy



Project Background

- Approximately 17.5 miles of Route 288 built in three projects between the Powhite Parkway Extension (Route 76) in Chesterfield County and Interstate 64 in Goochland County
- 10 new interchanges

Project Status - Completed

Route 288 PPTA

Western Beltway and Regional Advocacy

Project Benefits

- Enabled the whole western portion of VA-288 to be built immediately
- Enabled construction to full ultimate design as an Interstate-standard four-lane freeway with 10 interchanges.
- Project Cost – \$236 million vs. VDOT's estimated construction costs of \$328.7M (2001)

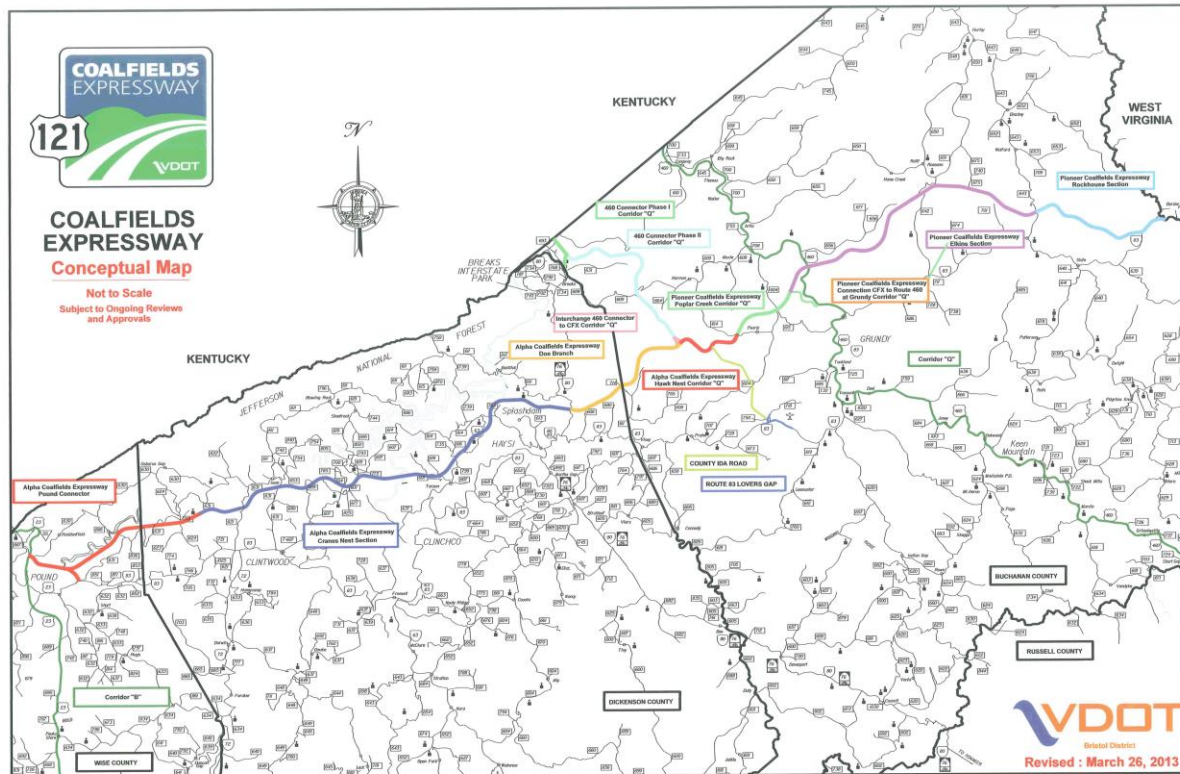
Project Financing

- Major beneficiary of the Virginia Transportation Act of 2000
- Included several hundred million dollars in state bonds, backed by future Federal Highway Administration (FHWA) reimbursements.
- Use of PPTA process to complete the entire project at once was one of the major arguments for the bond funding.

[illegible]

- The Coalfields Expressway (US 121) - four-lane limited access highway
- Provides a transportation artery through the coalfields region of far southwestern Virginia and southern West Virginia
- The Virginia portion stretches east approximately 50 miles through Wise, Dickenson and Buchanan counties

Coalfields Expressway PPTA Coal Synergy and Regional Advocacy



Project Status

- Agreement executed in 2002 with Alpha Natural Resources and Bizzack, Inc.
- Using coal synergy w/ large-scale earth-moving techniques to extract coal
- Leaving a road bed suitable for paving as funds become available
- Segments of Hawks Nest, Pound Connector and Doe Branch are underway

Coalfields Expressway PPTA

Coal Synergy and Regional Advocacy

Project Benefits

- Provides safe and rapid access to communities along the corridor
- Improves travel, tourism, and commerce in southwest Virginia
- Aligns the proposed roadway with Alpha's existing coal reserves
- Resulting in estimated 45 percent savings of the construction costs
- Create approximately 29,000 construction jobs over 17 years
- Create \$4.1 billion in economic impact during construction
- Once completed, the project is estimated to create 372 service jobs
- Annual impact of \$41.1 million plus \$28.3 million in annual savings from travel efficiencies

Coalfields Expressway PPTA

Coal Synergy and Regional Advocacy

Project Financing

- Coal synergy reduces costs by using coal companies' larger-scale earth moving equipment
- Allows the coal companies to recover marketable coal reserves
- Substitutes road bed preparation for the more expensive land restoration requirements for traditional surface mining
- Coal synergy innovation results in project cost of \$2.8 billion
- Traditional road building estimated cost of \$4.1 billion
- Individual sections of the Coalfields Expressway have been built using traditional transportation funds, CTB bond funds, and "surplus" General Funds
- Lack of a dedicated funding source and recent downturns in the price of coal have slowed completion of the project

Route 28 PPTA

Special Tax District and Regional Advocacy



Project Background

- 2002 agreement for six high-capacity grade-separated interchanges in Fairfax and Loudoun Counties
- Original agreement had \$200 million in improvements
- Ultimate plans include 10 interchanges and widening Route 28 from 6 to 8 lanes between Route 7 and Interstate 66
- Corridor improvements vital to continued growth

Route 28 PPTA

Special Tax District and Regional Advocacy



Project Status/Update

- 6 original interchanges completed on time and on budget
- In 2006, started 4 additional interchanges and completed in 2009
- Constructing secondary road improvements at 6 locations
- Still need to widen Route 28 to eight (8) lanes (as yet unfunded)

Route 28 PPTA

Special Tax District and Regional Advocacy

Project Benefits

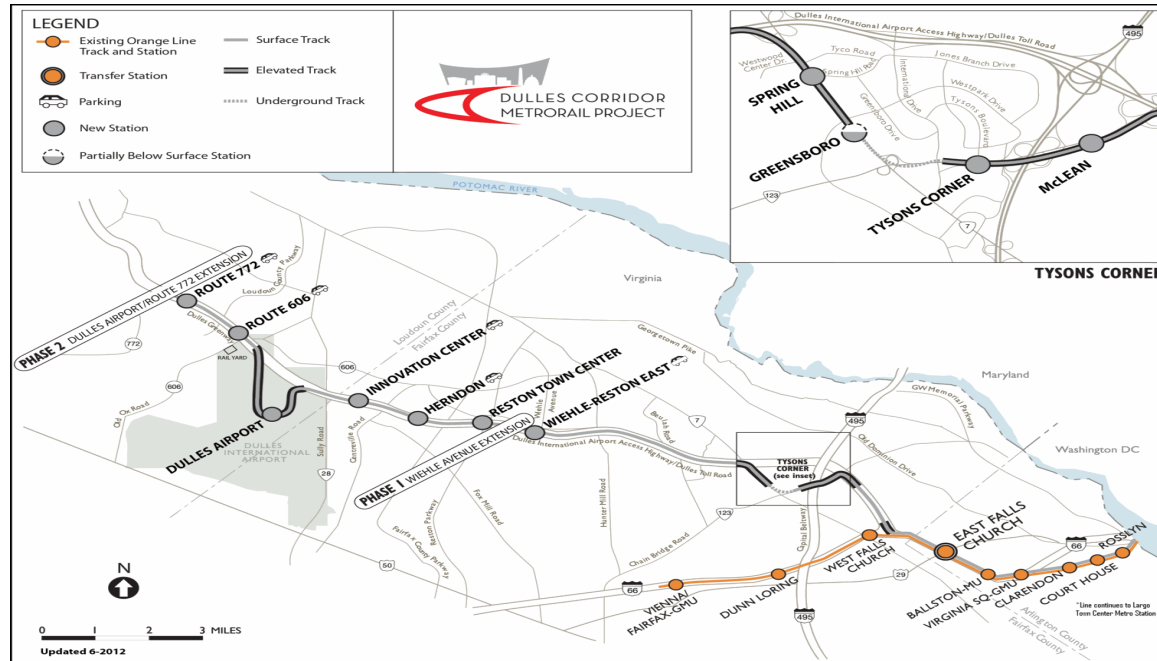
- Provides better connectivity throughout the entire Dulles area
- Adds significant capacity and improved travel workflow
- Replaced traffic lights with interchanges – 10 high-capacity grade-separated
- Widen Route 28 from two to six lanes (ultimately 8 lanes)
- Supported 5,000 local jobs in the region
- Awarded over \$28 million to small and disadvantaged businesses

Project Financing

- Landowners pay for 70% through a special tax district
- Landowners contributed ROW as part of the early Rt.28 “road club”
- Revenue bonds backed by Route 28 Tax District proceeds used to finance
- VDOT contributed state highway funds for the remainder of the funding

Dulles Corridor Metrorail PPTA

Tolls, Special Taxes, Federal Grants and Regional Advocacy

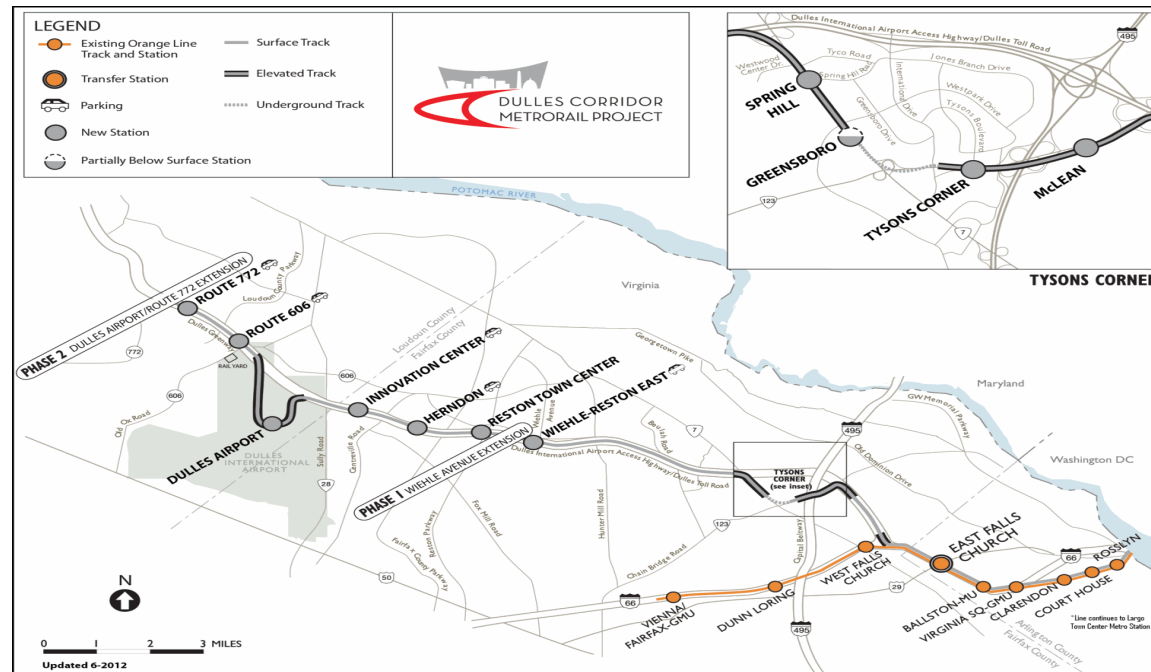


Project Background

- Metropolitan Washington Airports Authority (MWAA) constructing a 23-mile extension of the existing Metrorail system
- Operated by the Washington Metropolitan Area Transit Authority (WMATA)
- Runs from East Falls Church to Washington Dulles International Airport
- Includes 11 new metro stations - Tysons, Reston, Herndon, Dulles Airport
- It is called the Silver Line.

Dulles Corridor Metrorail PPTA

Tolls, Special Taxes, Federal Grants and Regional Advocacy



Project Status

- Project is being built in two phases
- Phase 1 completed July 2014
- Phase 1 has 4 stations in Tysons Corner and 1 station at Wiehle Avenue
- Phase 2 is underway with station locations at Reston Town Center, Herndon, Innovation Center, Dulles Airport, Route 606, and Route 772/Ashburn

Dulles Corridor Metrorail PPTA

Tolls, Special Taxes, Federal Grants and Regional Advocacy

Project Benefits

- Provides direct access from Dulles International Airport to downtown Washington
- Directly supports more than 1,600 local jobs
- Awarded contracts to more than 150 small and disadvantaged businesses
- Accompanied by major land use changes in Fairfax and Loudoun Counties to allow greater commercial densities and encourage mixed use, pedestrian development

Project Financing – very complex

- Project financing from a variety of state, local, federal and private sources
- Nearly 80% of those revenues support some sort of public or private debt
- About 50% funded from toll revenues paid by Dulles Toll Road users
- About 20% funded by special tax district revenues
- About 15% funded by Federal Transit Administration (New Start) grant
- About 10% funded from Virginia capital project bonds
- About 5% funded from Metropolitan Airport Authority general purpose funds

Strategic Planning for the Construction of Interstate 73

Project Background

- 72-mile-long segment of proposed limited-access highway between the Virginia/North Carolina State Line and I-81
- Consists of 66 miles of new highway constructed to interstate standards
- Joins on to 5.7 miles of existing I-581 limited-access highway just south of the City of Roanoke and finally intersects with I-81
- Movement of goods and products is a critical function in this area
- Supports the economic base in Henry and Franklin Counties along the corridor
- Predominant industry in this area is manufacturing
- Only U.S. Route 220 provides to the north and west with links to I-81 and I-64

Benefits

- Improve safety and the efficient movement of goods in the area
- Connecting the Roanoke and Martinsville regions, as well as Greensboro, NC

Strategic Planning for the Construction of Interstate 73

Project Status/Updates

- The High-Level Screening Report recommendation to VDOT was to advance the candidate project to the Detail-Level Screening to assess the suitability of delivering the project as a PPTA
- VDOT elected not to advance the project to the Detail-Level Screening
- While this concludes the VOTP3's efforts on the I-73 project, it may still be advanced using other methods
- The previous examples show this has been done before in Virginia and could be done again for I-73

Strategic Planning for the Construction of Interstate 73

Steps Moving Forward

- Local governments need to buy into and help execute the vision
- Roanoke, Martinsville and Rocky Mount, Henry, Franklin and Roanoke Counties
- I-73 must be included in local (MPOs) comprehensive plans
- Set up “road clubs” for advocacy and ROW donations—learn from the examples of Rt. 28 and Rt. 234 in Northern Virginia
- Recognize we need help and outside funding support for this project
- Will need to look at multiple funding sources
- Challenge the local Chambers to take on this advocacy work
- Develop a strong early planning effort – may be able to shrink planning corridor (project footprint) through good Preliminary Engineering (PE)
- Seek funding in the upcoming Six-Year program to undertake PE effort

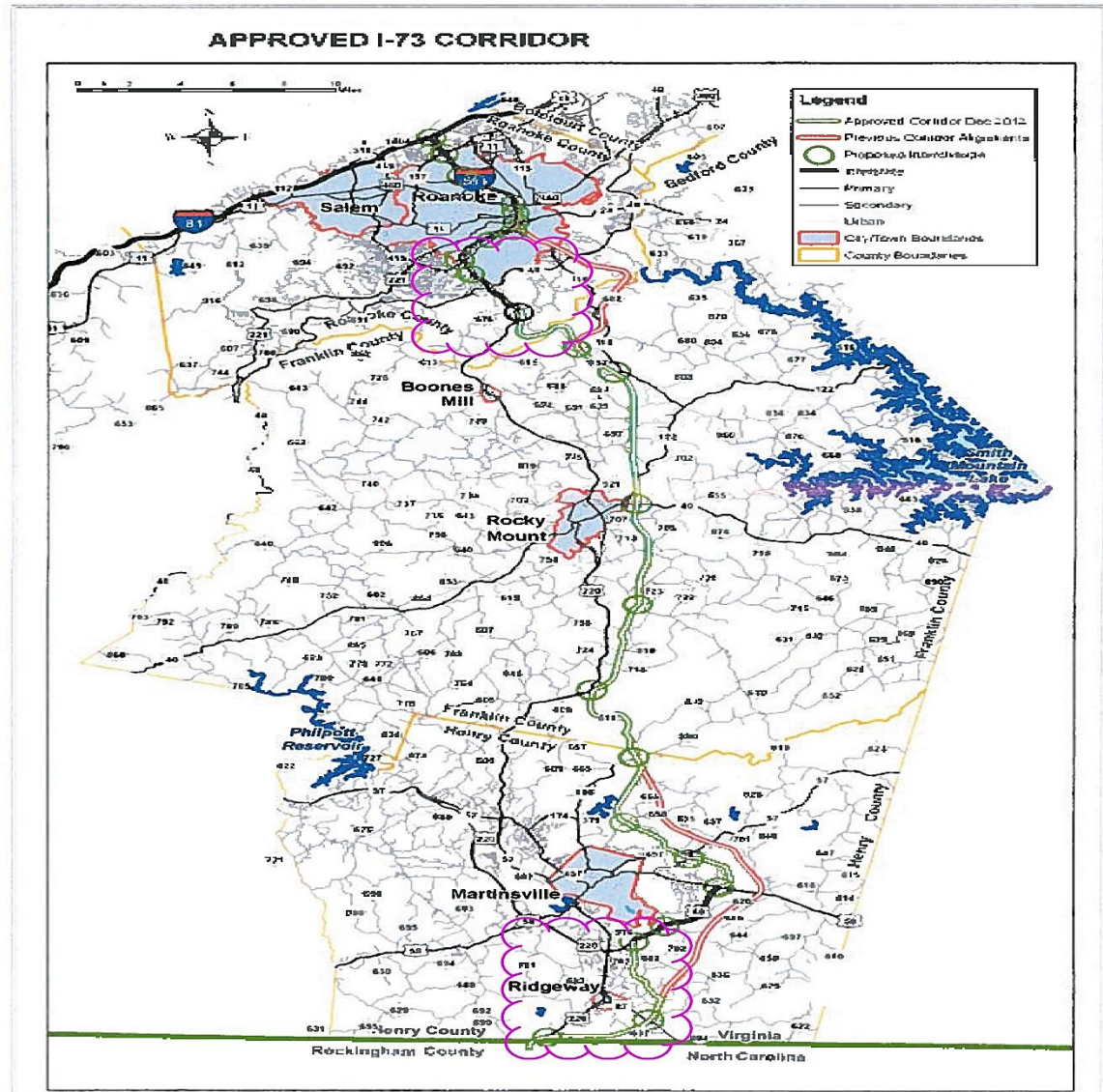
Strategic Planning for the Construction of Interstate 73

Office of Transportation Public-Private Partnerships

Steps Moving Forward

- Determine a priority segment – Martinsville south or Roanoke south
- Be flexible and willing to change the strategy

Map 1 – Adopted Location Corridor (ALC)



Strategic Planning for the Construction of Interstate 73

In Closing

The previous examples of priority projects had ideas and solutions that we can draw from for I-73.

One simple lesson to be learned from these projects:

If the project advocates had stood patiently in line waiting for the normal process of state and federal funding to occur NONE of these projects would have been built.