PPTA Projects and Strategic Planning for the Construction of Interstate 73

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PPTA Projects
Project Background

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

- 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
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.
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 Whiele 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

Steps Moving Forward

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