

## Commonwealth of Virginia

### Office of Transportation P3's

Presentation to - Annual Intelligent  
Transportation Society of Virginia (ITSVA)  
Conference – May 4, 2011

# Commonwealth's PPTA Program/ Route 460 Corridor Improvements Project



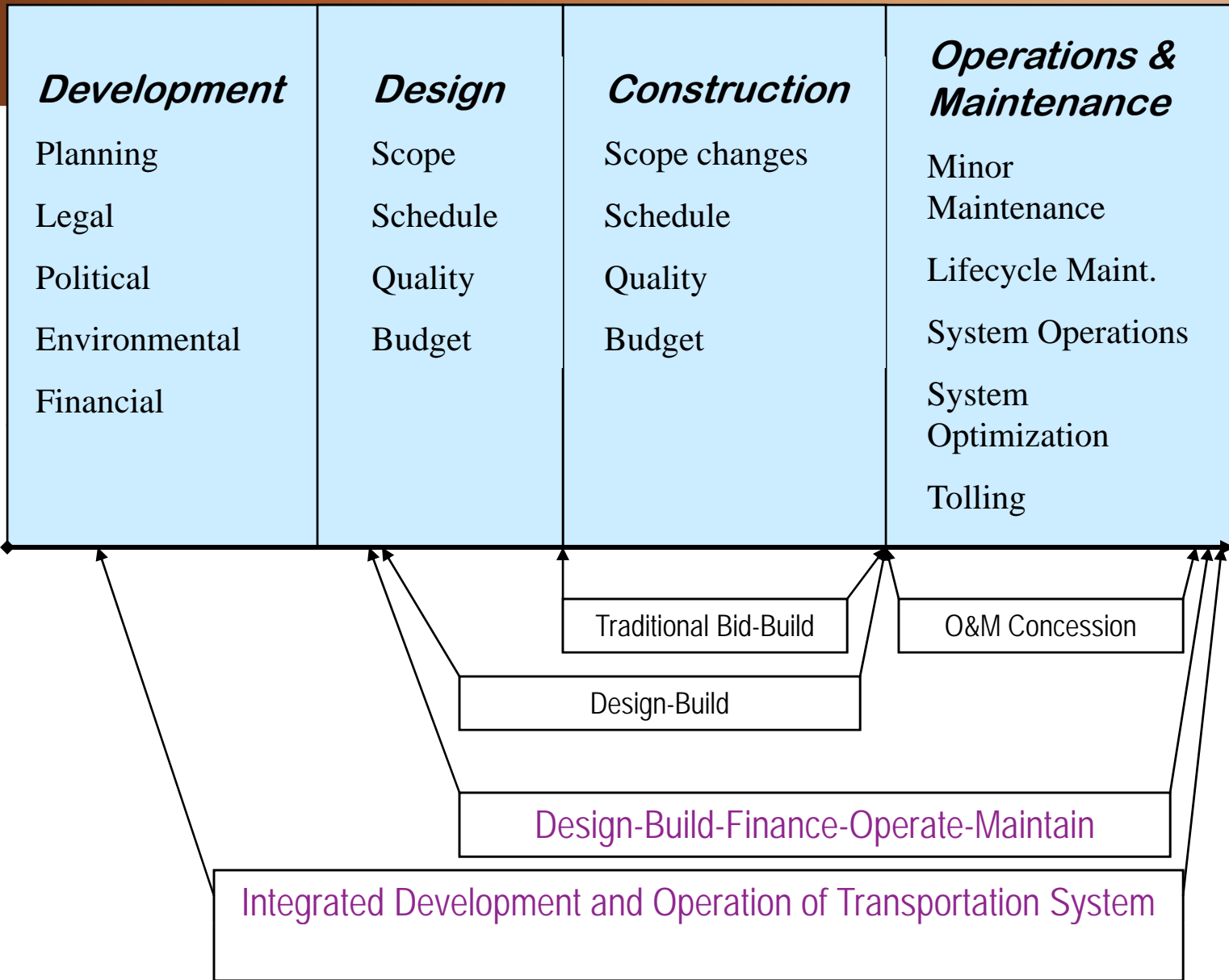
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# Agenda

- ✓ **Commonwealth's PPTA Program**
- ✓ **Route 460 Corridor Improvements Project**
  - ✓ Project Overview and Background
  - ✓ Procurement Overview and Schedule
  - ✓ Key Project Points
  - ✓ Operations and Maintenance Requirements
- ✓ **Summary**
- ✓ **Questions and Answers**

# Commonwealth's PPTA Program

- **Public Private Transportation Act (PPTA) Code of Virginia Section 56-556 et seq.**
- **Office of Transportation Public Private Partnerships**
- **PPTA Implementation Manual and Guidelines**
  - Project Identification
  - Project Screening
  - Project Development
  - Procurement



# Commonwealth's PPTA Program Portfolio

## **PPTA Projects Under Contract**

Route 28 – NOVA - \$327M

I – 495 Capital Beltway – \$1.3B

Coalfields Expressway - \$106M (Total ~ \$2.4B)

I-95 HOT Lanes – \$1.07B

Midtown Tunnel – \$1.9200B

Route 58 (Hillsville Bypass) - \$83M (Total ~\$600M)

## **PPTA Projects Under Development (<\$7 Billion)**

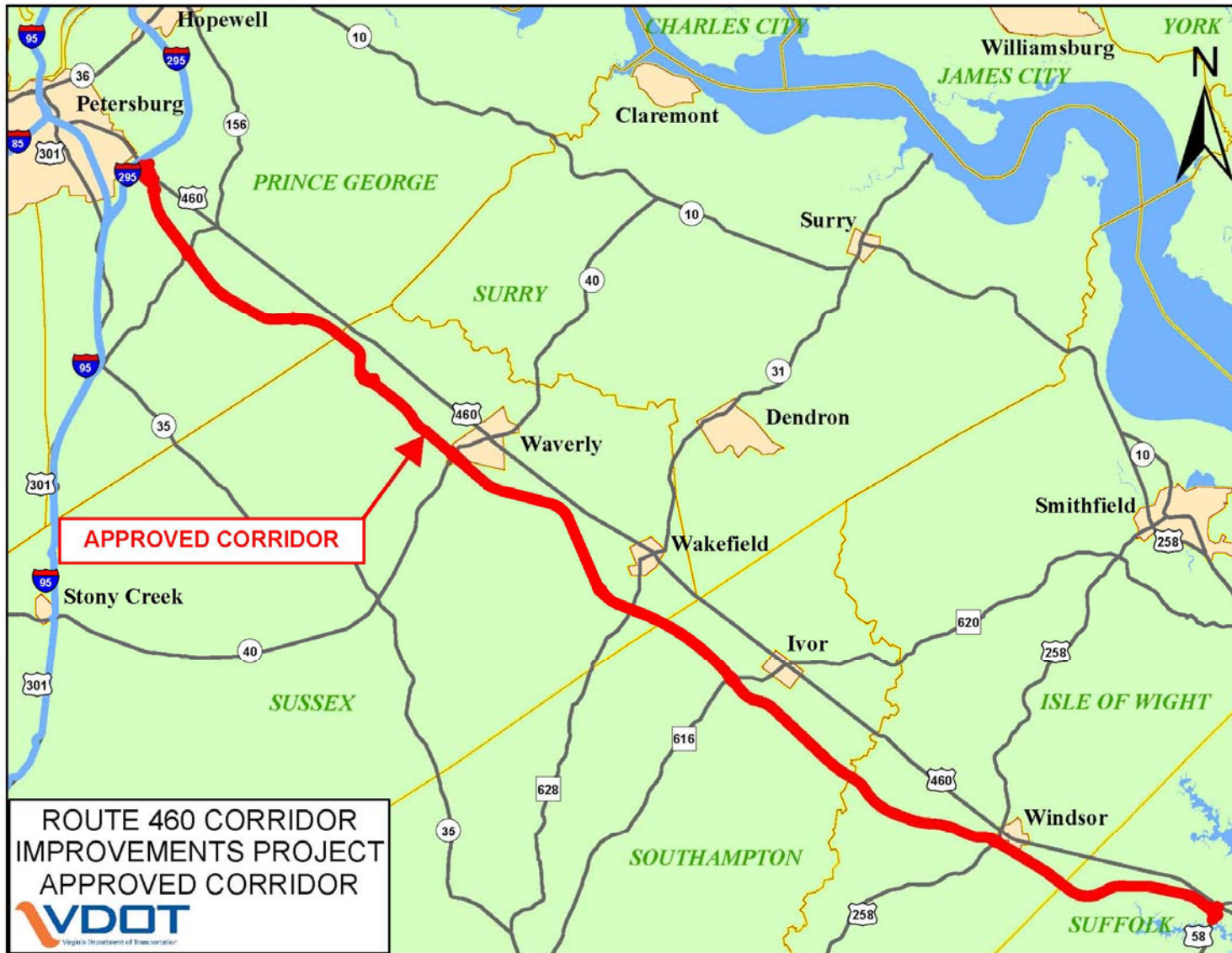
Route 460 - \$1.5 – 2.0B

Southeastern Parkway and Greenbelt - \$1.5B - \$2.0B

Hampton Roads Bridge Tunnel - \$3.5-\$4.5B

I-64 Corridor (Richmond – Hampton) – NEPA Development

# Route 460 Corridor Improvements Project



# Project Objectives

- **Accommodate increases in freight movements along the corridor**
- **Improve travel safety along the corridor**
- **Create a westbound emergency evacuation route for Hampton Roads**
- **Improve military strategic connectivity**
- **Reduce regional traffic delays**
- **Economic development**

# Project Background

- **2000 – Virginia Transportation Act designated Route 460 as a high priority corridor between Petersburg and Suffolk**
- **2003 - Legislative requirement to procure project under the Public-Private Transportation Act (PPTA)**
- **2006 – VDOT initiates procurement**
- **2008 – Final Environmental Impact Statement and FHWA issues Record of Decision**
- **2010 – Initial procurement terminated due to changed economic conditions**
- **2010 – New procurement initiated**



# Procurement Process

- **Three conceptual proposals received**
- **Six-Phase Evaluation Process**
  - Phase 1 - Quality Control Review - complete
  - Phase 2 - Independent Review Panel evaluation of conceptual proposals - complete
  - Phase 3 – Commonwealth Transportation Board review of panel recommendations and Commissioner makes final determination - complete
  - Phase 4 – Detailed proposals will be evaluated and proposal that provides best-value to the Commonwealth is selected
  - Phase 5-6 – Limited Negotiations (if necessary) and Execution of Comprehensive Agreement with best-value Offeror

# Project Schedule

Procurement Phase	Date
Independent Review Panel Recommendation	complete
CTB Resolution	complete
Issue Request for Detailed Proposals	Spring 2011
Detailed Proposal Submission Deadline	Summer 2011
Evaluation/Selection of Best-Value Proposal	Fall 2011
Presentation of Major Business Points to CTB	Fall 2011
Execute Comprehensive Agreement	Late 2011/Early 2012
Begin Construction	2012
Construction Complete	2017

# Project Funding

- **Project cost estimate ranges from \$1.5 to \$2.0 billion for design and construction**
- **Project will be tolled. Toll revenue will be utilized to support the Project**
- **Commonwealth is committed to provide a subsidy**
- **Offeror potential funding sources include: Equity investment, private debt, Private Activity Bonds, TIFIA loan, and other innovative ideas**

# Contract Development

- **Term of Contract will be 99 years**
- **Develop Technical Requirements**
- **“prescriptive” versus “performance” concepts**
- **Main challenges for O&M Performance Requirements**
  - Alignment with Objectives
  - Measurability
  - Life cycle cost issues
  - Benchmarking and obsolescence
- **Handback and Residual Life**

# Concept of Operations

- **Traffic Management**
- **Toll and Driver Information**
- **Traffic Incident Management**
- **Road Condition Information**
- **Roles and Responsibilities**

# O&M Performance Requirements

## Performance and Measurement Table

- Time to rectify defects
- Measurement method based on latest techniques
- Measurement record and target based on current industry practice
- Mechanism for annual updates

Asset	Outcome	Target (%)	Ordinary Maintenance Criteria and Timeliness Requirements	UOM
Roadside equipment	Fully functioning and available	99.9%	<p><b>Ordinary Maintenance Criteria</b></p> <ul style="list-style-type: none"> <li>•Cables and roadside ITS equipment maintained clean and functional. Cabinets are easily accessible.</li> <li>•In service availability; percentage of time = hours available / hours in service x 100 (in service time excludes scheduled down time and loss of power outside Concessionaire control)</li> </ul> <p><b>Timeliness Requirements:</b></p> <ul style="list-style-type: none"> <li>•Damage response and repair times to cable shall not exceed 24 hours.</li> </ul>	ISA

# Summary

- **Pipeline of PPTA Projects Under Development**
- **Considerations for Route 460**
  - Regional Transportation Management
  - Life Cycle Management
  - Identification of the Project Objectives (Concept of Operations) for development of Performance Requirements
  - Handback
- **Technology plays an important role in PPTA Projects**



# Questions?

<http://www.route460ppta.org/>

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