

Project Schedule

Phase One
Quality Control Review
Fall 2008

Phase Two
Independent Review Panel (IRP)
Spring 2009

Phase Three
Commonwealth Transportation
Board Recommendation
Summer 2009

Phase Four
Issue Request for Detailed Proposals
2009/2010 (pending
recommendations of the IRP, CTB,
and decision from the
commissioner)

Refer to
www.midtowntunnel.org or
future newsletters for further
updates to the following:

Phase Five
Public/Private Negotiations
To Be Determined (TBD)

Phase Six
Execute Agreement
(TBD)

Begin Right of Way Acquisition
(TBD)

Begin Construction
(TBD)



Innovative Project Delivery

Contact Information

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Q & A

Q. Why pursue a Public-Private Transportation Act (PPTA) procurement for the Downtown Tunnel/Midtown Tunnel/MLK Extension Project?

A. The PPTA procurement process allows VDOT to contract with a private entity, which will provide financing flexibility allowing the Project to advance with limited public funds. Visit <http://www.virginiadot.org/business/ppta-default.asp> to learn more about the PPTA procurement process.

Q. How will the Project benefit the Hampton Roads region?

A. The Project will benefit the Hampton Roads Region by:

- o Increasing capacity and reducing congestion
- o Supporting the movement of commercial traffic, which is needed for the increase in growth to the region and its ports, including Norfolk and Portsmouth shipyard and dock facilities and APM terminal expansion
- o Providing a direct link for freeway-to-freeway connectivity to and from the Portsmouth Marine Terminal to I-264, particularly when traveling to points west and south, thereby decreasing impacts to residential streets caused by heavy truck traffic
- o Reducing travel times for trips across the corridor and improve connections within and between Norfolk and Portsmouth communities

Providing a safe and efficient operations for vehicle operators, passengers, pedestrians and cyclists
Serving as an emergency evacuation route
Visit www.midtowntunnel.org to learn more about the Project objectives and benefits.

Q. If there are no public funds assigned to the Project, where will the funds come from to design, construct, operate and maintain the Project?

A. PPTA allows the leverage of private capital to design, construct, operate and maintain the Project. The private entity that is awarded the contract will implement tolling and congestion pricing that is designed to generate the necessary revenue to fund the design, construction, operations and maintenance of the Project over a designated term.

Q. Will the Project be tolled?

A. Yes. The private entity will implement tolling and congestion pricing that is designed to generate the necessary revenue to fund the design, construction, operations and maintenance of the Project over a designated term. A tolling structure or toll rates have not yet been determined for this Project.

Q. When will construction begin on this Project?

A. Construction will not begin until a contract is executed between VDOT and the private entity. It is projected that construction could begin in late 2010, with Project completion by 2015.

Q. How much will the Project cost?

A. VDOT's conceptual level budget estimate to construct this Project ranges between \$1.3 to \$2.2 billion (2008 dollars). This estimate does not include operation and maintenance costs and will be refined as the elements or the scope of the Project is further defined.

Q. Is my property impacted?

A. Property impacts cannot be fully determined until a Project alignment is sufficiently defined and the Project scope is finalized. Once this has occurred, and you are unsure of potential property impacts, questions regarding this matter should be directed to VDOT's point of contact, Raymond Partridge, program manager, at raymond.partridge@vdot.virginia.gov.

Q. Where can I get a copy of the conceptual proposal?

A: A copy of the conceptual proposal is available on the project Web site at www.midtowntunnel.org

You can find out more about the PPTA process and the procurement status at www.midtowntunnel.org.

You can also submit comments by e-mail to raymond.partridge@vdot.virginia.gov or through the Web site at www.midtowntunnel.org by clicking on Contact Us.



Downtown Tunnel/ Midtown Tunnel/ MLK Extension PPTA Project

A Newsletter to Update, Inform, Educate and Involve the Public

Welcome

This newsletter provides an update on the progress of the Downtown Tunnel/Midtown Tunnel/MLK Extension Public Private Transportation Act (PPTA) Project.

VDOT is procuring this Project under the provisions of the PPTA to secure private sector funds and offset the need for public allocations to fund the work. A successful project will satisfy the following transportation objectives:

- o Increase capacity, reduce congestion and provide safe and efficient operations;
- o Develop a multi-modal transportation facility that may be integrated into the operations of a regional transportation network and that serves as an emergency evacuation route;
- o Develop a project that reduces and mitigates its impacts to the environment and surrounding communities while supporting the movement of commercial traffic;
- o Develop a project that is coordinated with adjacent land uses and supports the anticipated growth in personal and commercial traffic.

This newsletter provides an overview of the procurement process, opportunities for public input, highlights the conceptual proposal received from the private sector and more.

There are many ways to stay informed (see the back cover for information) including reviewing the VDOT Web site, contacting the VDOT project manager or attending one of the upcoming meetings that is part of the PPTA procurement process (Phase Two, Independent Review Panel).

Project Information

In April 2005, VDOT decided to pursue the Project under the Public-Private Transportation Act of 1995, PPTA of 1995 (Code of Virginia, §56.556-56.573), as amended. The Project will consist of three facilities (the Downtown Tunnel, Midtown Tunnel, and the Martin Luther King Extension) in the Hampton Roads District of Virginia that has been defined as a single Project corridor.

VDOT issued a Solicitation for Conceptual Proposals (SFP) on May 30, 2008, to request receipt of conceptual proposals to enable VDOT to identify and short list Offerors qualified to submit Detailed Proposals to

finance, design, construct, operate and maintain the Project. VDOT plans to contract with a private entity, or any combination thereof, utilizing the procedures allowed by the PPTA, and the PPTA Implementation Guidelines, October 2005, to finance, design, construct, maintain and operate the Project. The PPTA procurement process will allow VDOT to contract with a private entity, which will provide the financing flexibility that will allow the Project to advance without the constraint of public funds.

The Elizabeth River Crossing LLC (ERC) submitted a conceptual proposal September 29, 2008, in response to VDOT's solicitation.

Join us for Independent Review Panel Meetings

VDOT will hold a series of public meetings for the Downtown Tunnel/Midtown Tunnel/MLK Extension PPTA Project Independent Review Panel (IRP). The first meeting will provide ERC with an opportunity to present its conceptual proposal to the IRP.

Meeting No. 1

Meet the Offeror/ Offeror Conceptual Proposal Presentation

Wednesday, March 25, 2009
4 - 9 p.m.

City of Portsmouth Council Chambers

801 Crawford Street, 6th Floor
City of Portsmouth, VA 23704

Free parking is available at the County and Water streets parking garages. Parking tickets must be validated at the meeting.

There will be additional public meetings with dates, times and locations to be published on the VDOT project Web site at www.MidtownTunnel.org and local newspapers that serve the corridor. Each of these meetings is open to the public. Two meetings will be designated for the public to make comments directly to the IRP regarding the project.

