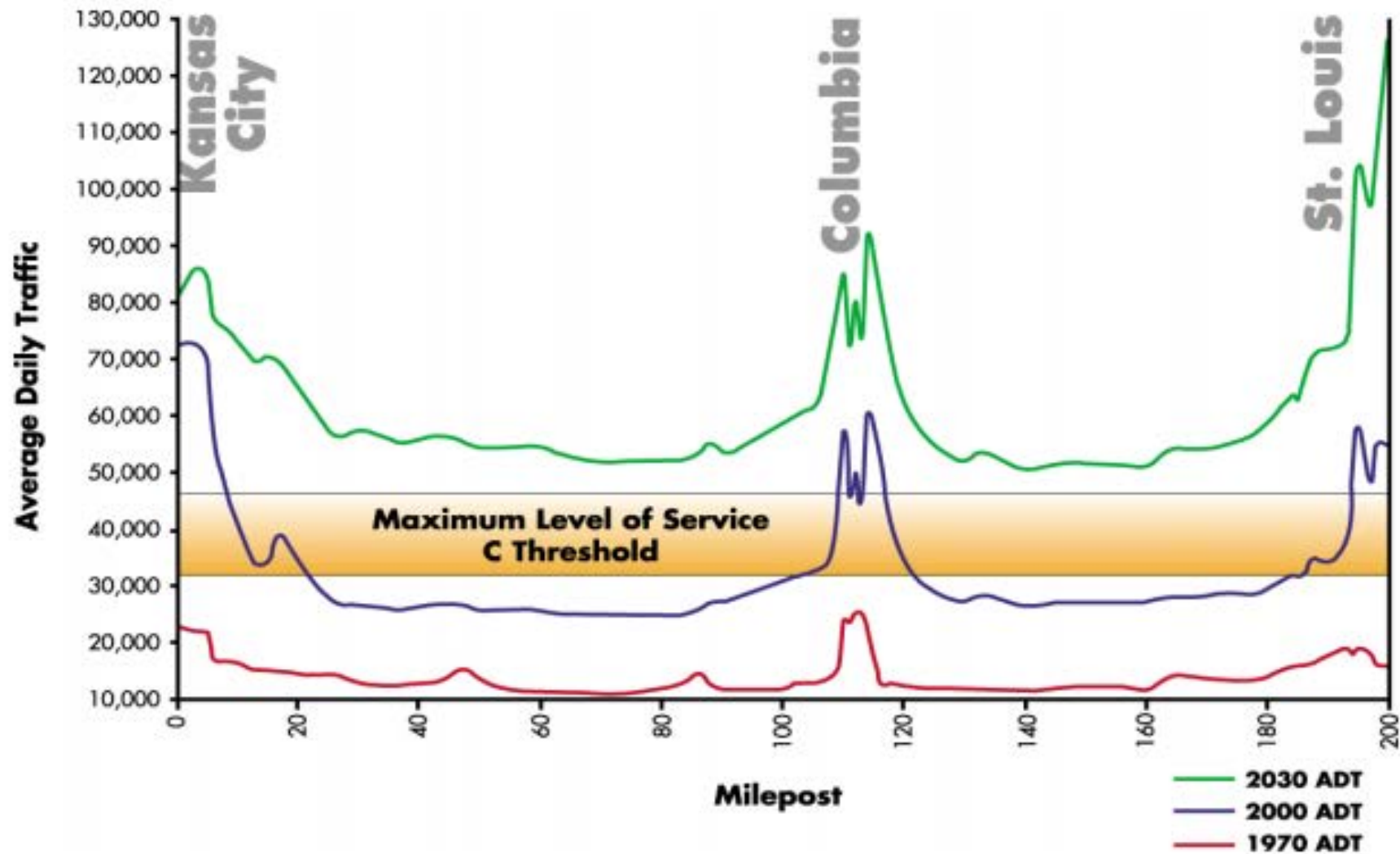




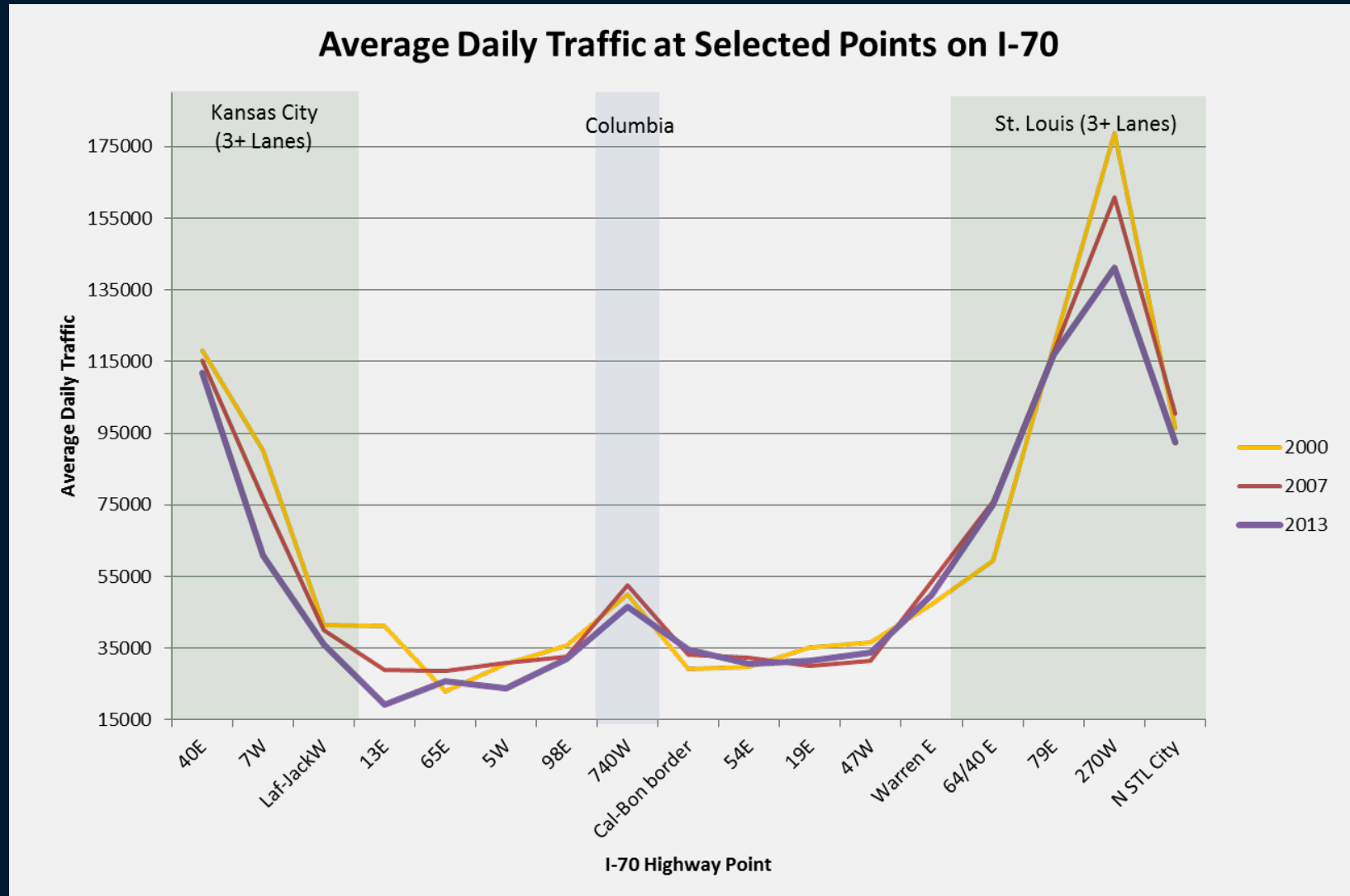
REBUILDING I-70: FINANCING THE NEXT 50 YEARS

Joseph Miller

GROWING NEEDS?



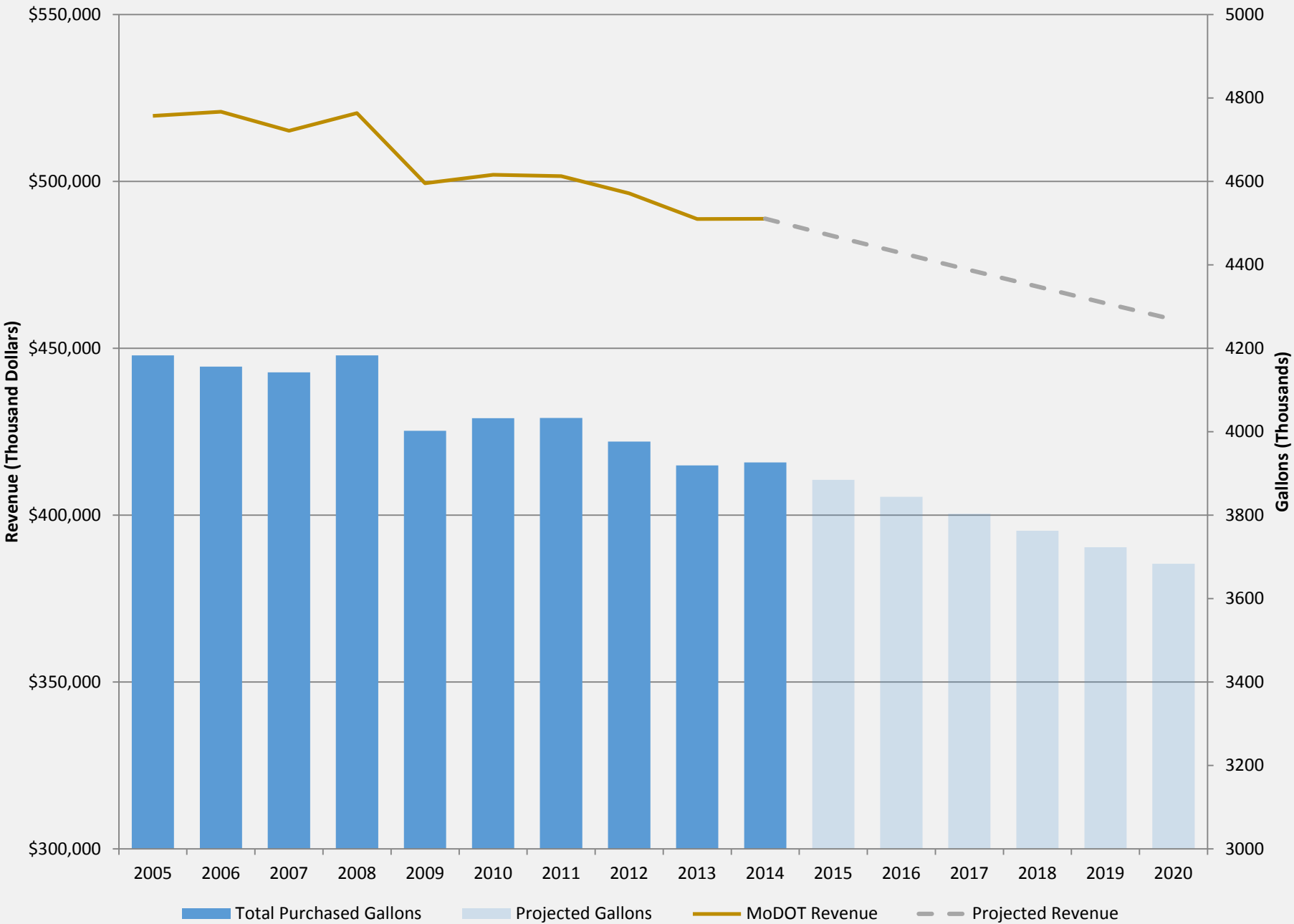
I-70 AVERAGE DAILY TRAFFIC



I-70 REBUILD

- \$2 billion (six lanes Wentzville to Independence)
- \$3 billion (six lanes wide median)
- \$4 billion (Corridor of the future)

Gasoline Purchased and MoDOT Revenue Over Time



ROAD OF TODAY

- Many of these design used in Missouri already, not yet on I-70.
- Wide medians and safety barriers
- Improved interchanges (diverging diamond and otherwise)
- Accelerated Bridge Construction
- Precast Concrete Pavement Systems
- Intelligent Compaction and Construction
- High Friction Road Surface Treatments (US 54)
- Highways for LIFE (HfL)- focus on implementing innovative designs that are not in common use (better asphalt mixes, concrete, construction techniques).
- FHWA Exploratory Advanced Research Program

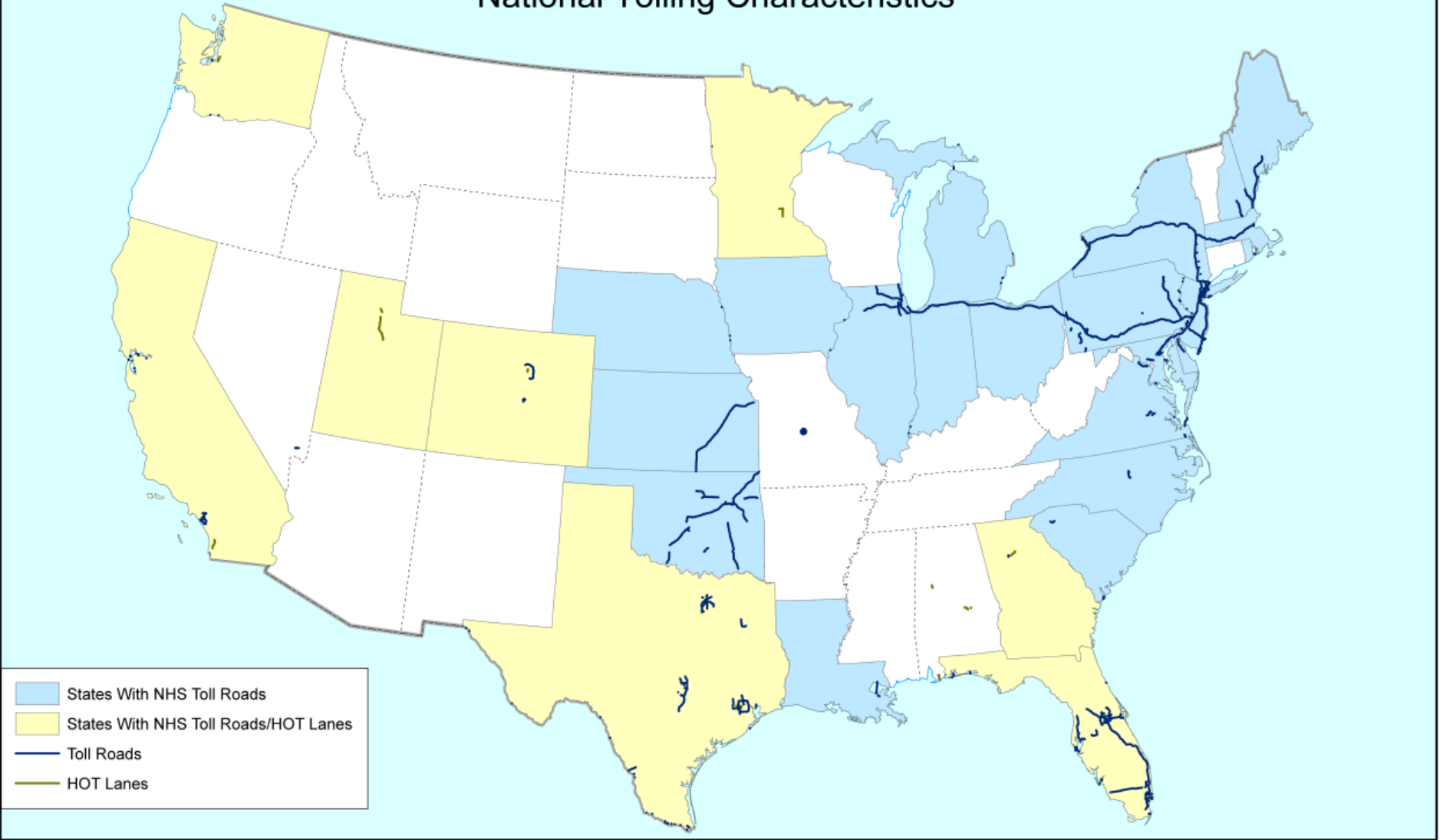
ROAD OF TODAY: REVENUE

- New technologies unlikely to increase funds for construction, may end up costing more.
 - Solar Highways
 - Tracking and communications technology imbedded.
- \$2-\$4 billion: general taxes, fuel taxes, and highway pricing (tolls).

ROAD OF TODAY: REVENUE

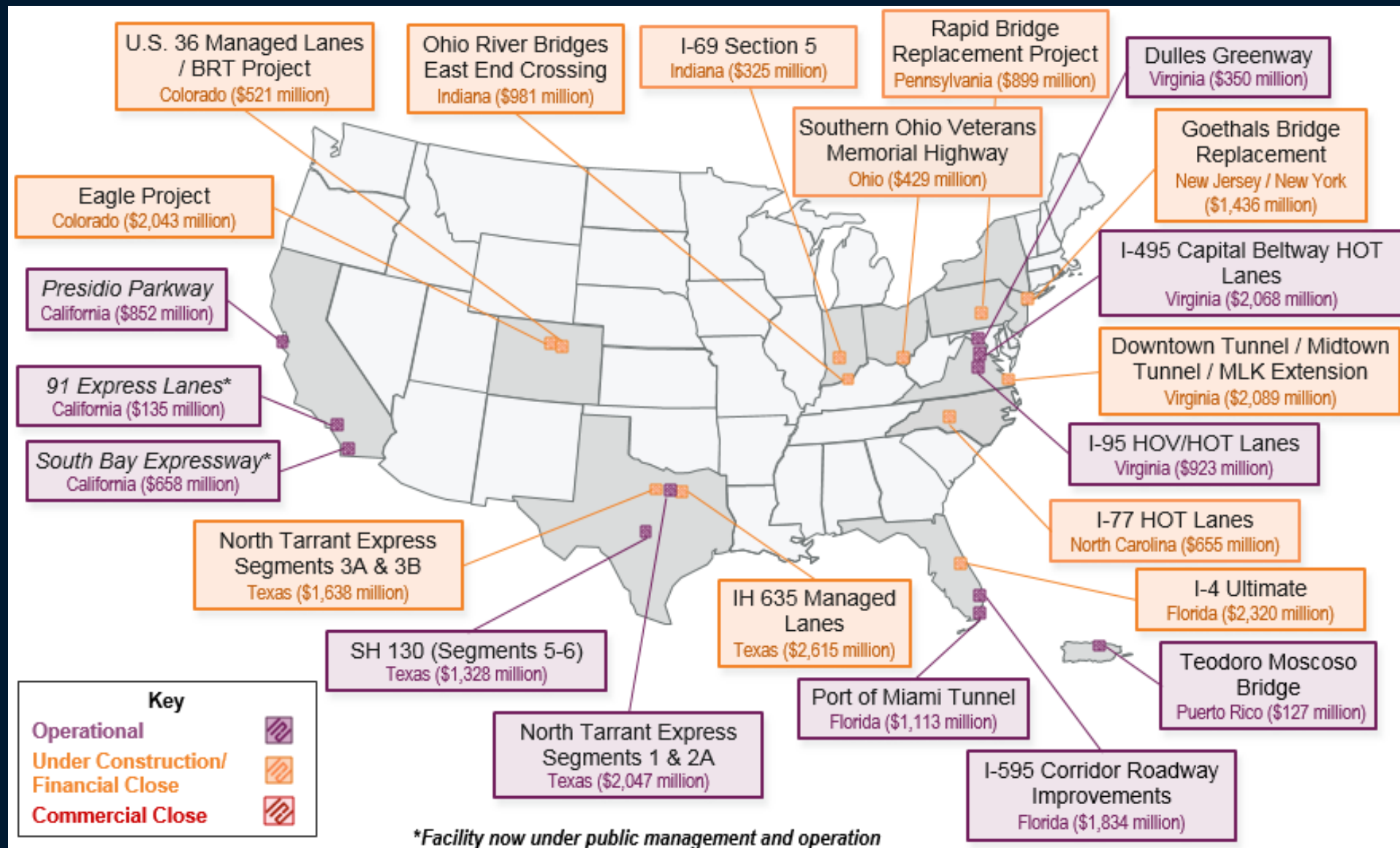
- New technology for road pricing:
 - Open road tolling
 - High occupancy toll (managed toll) lanes
 - Dynamic pricing

National Tolling Characteristics



ROAD OF TODAY: PROJECT DELIVERY

- Design-Build (KCicon)
 - MoDOT bids out both design and construction
 - Increase innovation
 - Reduce cost overruns
- Public Private Partnerships
 - Lease of priced highway
 - Private entity designs, builds, operates, finances, and maintains highways
 - Reduces taxpayer risk
 - Decrease highways costs
 - Private sector management/innovation



QUESTIONS?