

#### FIBER OPTICS OPPORTUNITIES INITIATIVE PHASE 1 FINDINGS

**Office of Public-Private Partnerships** 

Morteza Farajian, PhD

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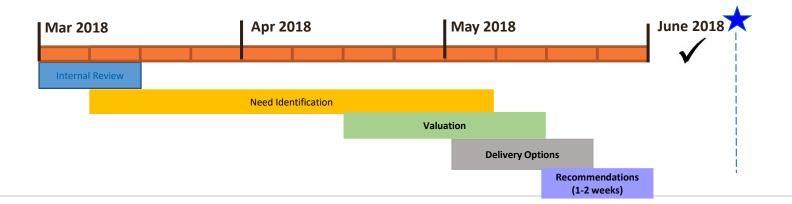
# **Objectives for Fiber Optics Opportunities Initiative**

- Execute a strategy that meets Virginia Governor's and Legislative leadership's telecommunications objectives, including all underserved and rural areas, for broadband.
- Maximize opportunities that benefit and/or prepare Virginia's transportation infrastructure, operations, Commonwealth and business functions by leveraging fiber (current and future expanded) capability.



# **Introduction - Phase 1 Timeline**

- 1. Need Identification (VDOT and CoVA needs assessments)
  - ✓ VDOT Needs (update Communications Master Plan lead by Operations Division)
  - Commonwealth Needs Identification
- 2. Valuation (commercial value assessment)
  - Assess option value within VDOT as well as across the commonwealth based on demand, commercial need and opportunities of ROW
- 3. Potential Delivery Options (discussion on pros and cons)
  - Resource Sharing
  - P3
- 4. Recommendations
  - Next steps for project development/procurement
  - Stakeholder outreach and process





# Legislative Requirements (state and federal)

#### Value of Assets

~ 400 miles of fiber owned by VDOT
 ~ 3700 miles of fiber under RSA
 ~ Right of Way

Policy Goals & Objectives 1. VDOT Operations 2. VDOT Administration 3. Transportation Needs 4. CoVA Telecommunications priorities



# **Quick Overview**

Early Deployments



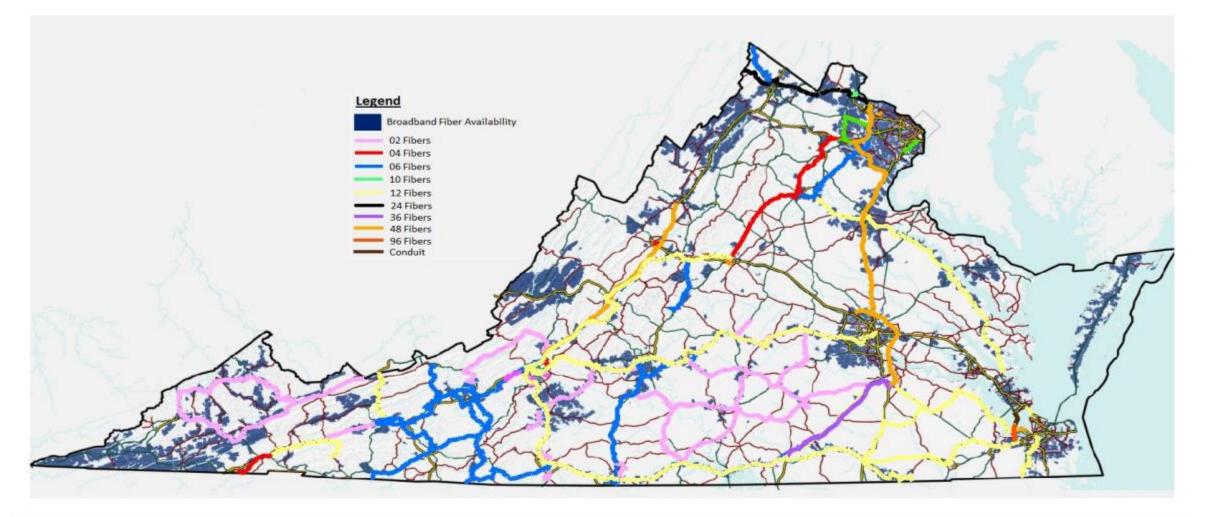


#### **Key Inputs for Phase 1**

- VDOT empirical data (i.e. assets, TOCs, traffic data, fiber routes, etc.)
- Telecommunications market data
- Commonwealth community data
- Commonwealth needs and priorities
- Executive Branch Agency locations
- U.S. Census data



#### **Broadband Fiber Availability and Resource Sharing Fiber**





# **Communications Master Plan (CMP) Update**

- The CMP identifies communications needs to support VDOT's Operations Program and provides guidance on evaluating alternatives and prioritizing communications projects
- Updating Plan to account for new resource sharing agreements, new field assets and updated objectives, which include:
  - > Opportunities to connect to local 911 centers
  - Interconnecting VDOT District Offices
  - > Connecting directly to major data centers
  - Interconnecting the I-66 and I-64 tolling systems
- Network and bandwidth requirements updated based on new objectives
- Short and long-term projects identified/updated to meet new objectives

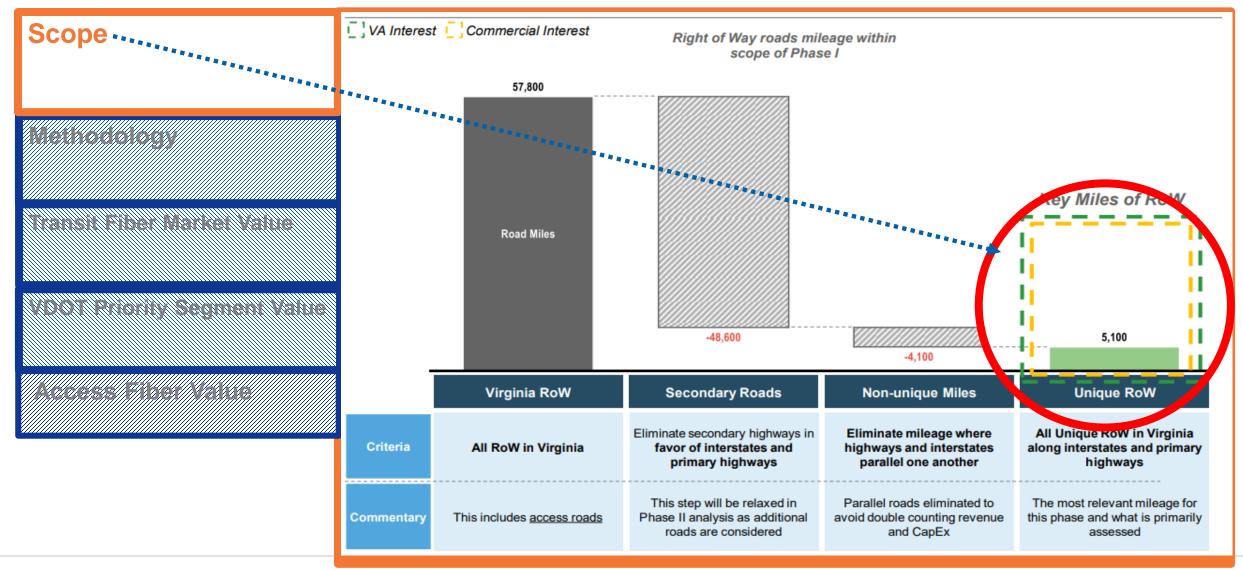


# **Communications Master Plan (CMP) Update**

Roadside Technology Assets	2014 QTY	2018 QTY
Signalized Intersections	2,999	3,029
Traffic Cameras	915	1,097
Dynamic Message Signs	541	526
Weather Stations	80	97

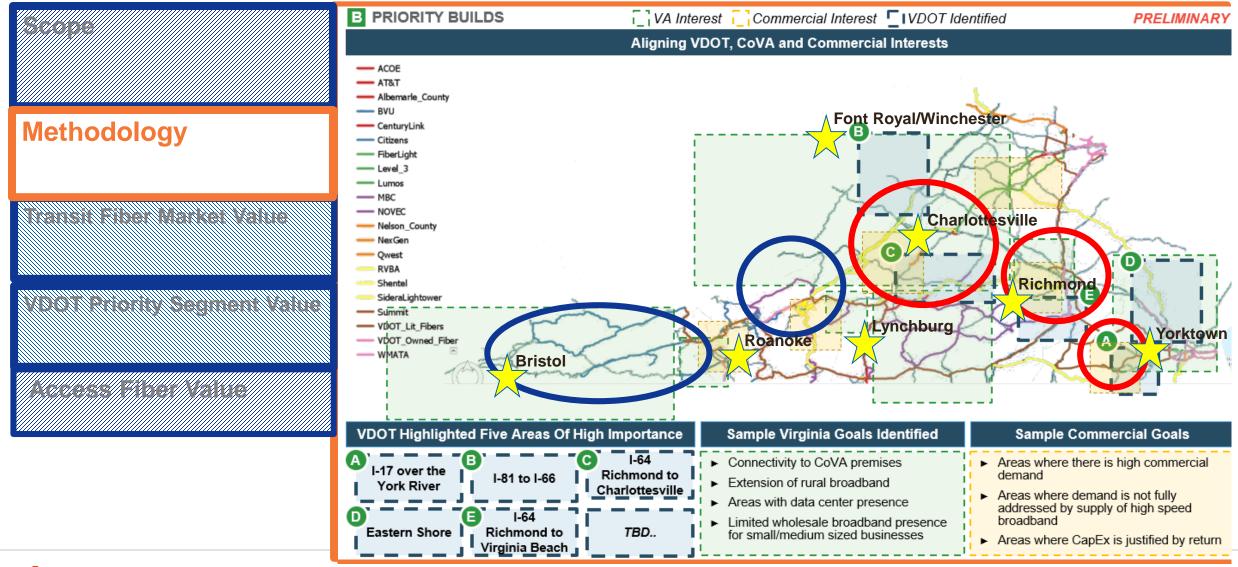
- 59% of 911 centers are within 1 mile of VDOT fiber (75% within 5 miles)
- VDOT has 18 active Fiber Resource Sharing agreements
- VDOT has access to 3,700 miles of Resource Sharing fiber and currently uses 1,255 miles
- Resource sharing routes used by VDOT would cost up to \$326M to build and \$2.26M to maintain annually

#### Study focused on ~5100 road miles of attractive fiber routes

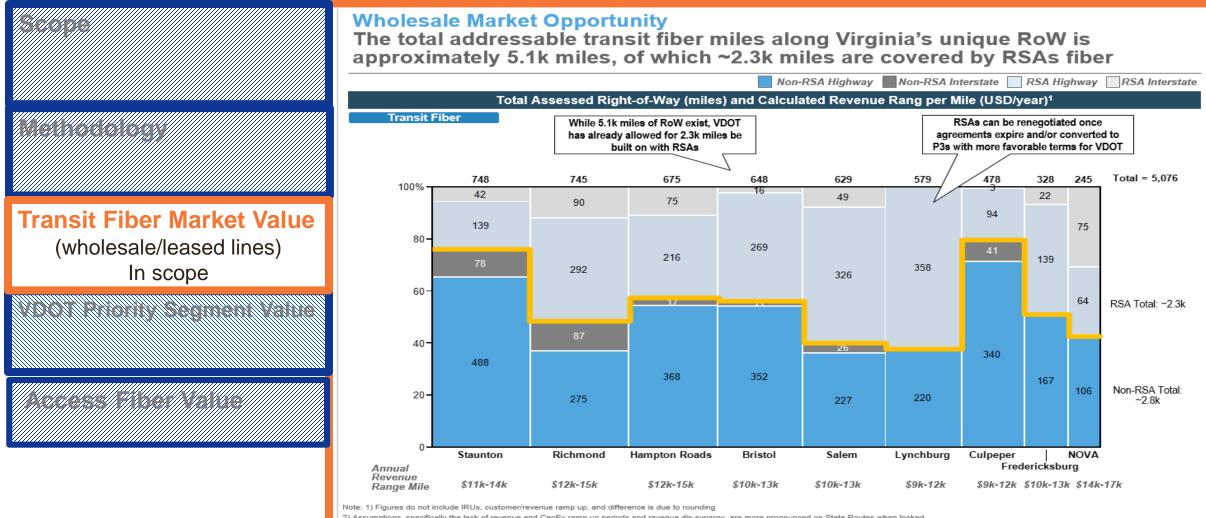




# Transportation, CoVA and Commercial data and facilities documented and mapped using GIS mapping



#### **Transit Fiber= Backbone/Infrastructure supporting wholesale**



 Assumptions, specifically the lack of revenue and CapEx ramp up periods and revenue dis-synergy, are more pronounced on State Routes when looked at in their entirety; assumes 144 strands with 50% utilization and yet to be modified by competition

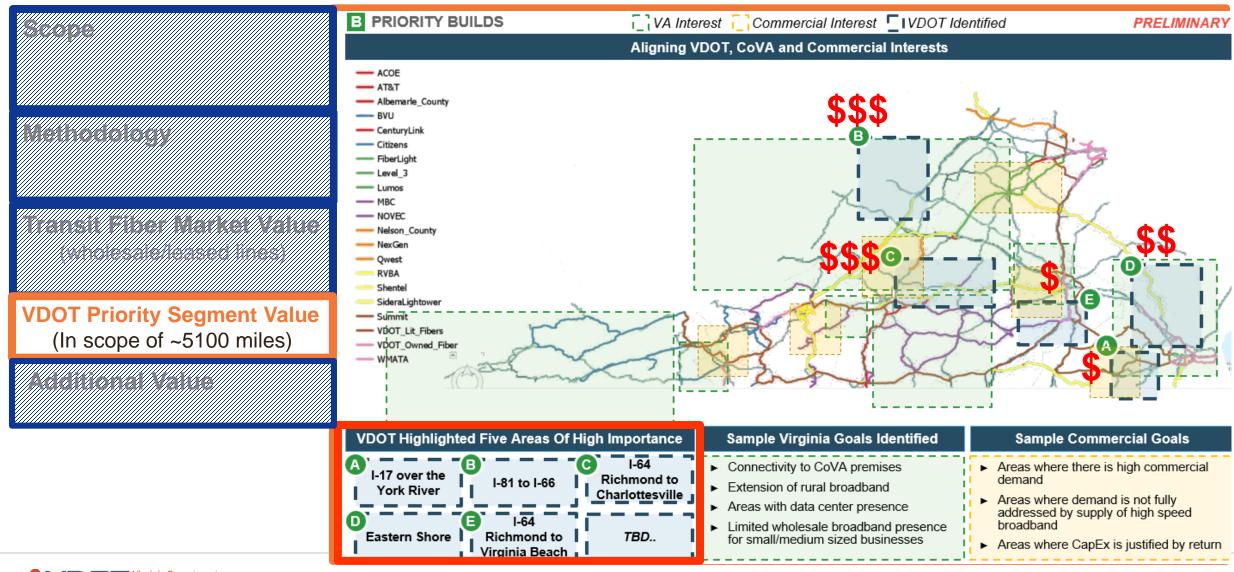
at in their entirety; assumes 144 strands with 50% utilization and yet to be modified by competition Source: VDOT, unique RoW is defined as route miles on interstates or US primary highways discounting intersections

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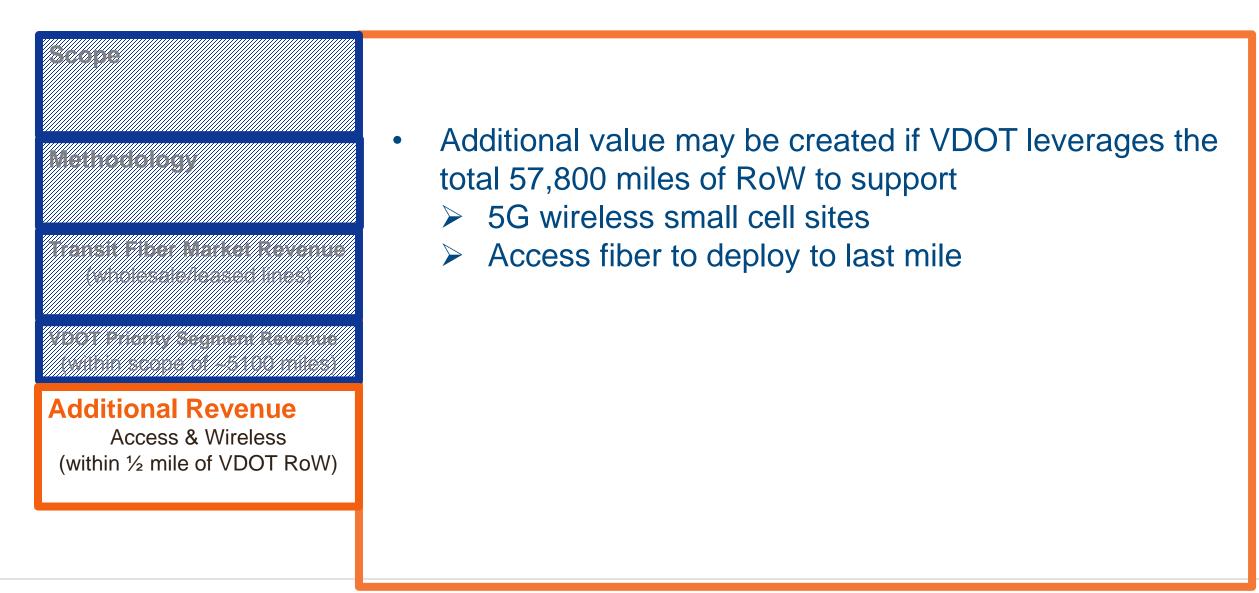
Virginia Department of Transportation | Page 1

12

#### Transit Fiber= Backbone/Infrastructure supporting wholesale Transoceanic fiber ring <u>has not</u> been included in revenue assessment YET



#### Access Fiber= consumer and business access wholesale fiber to support the last mile







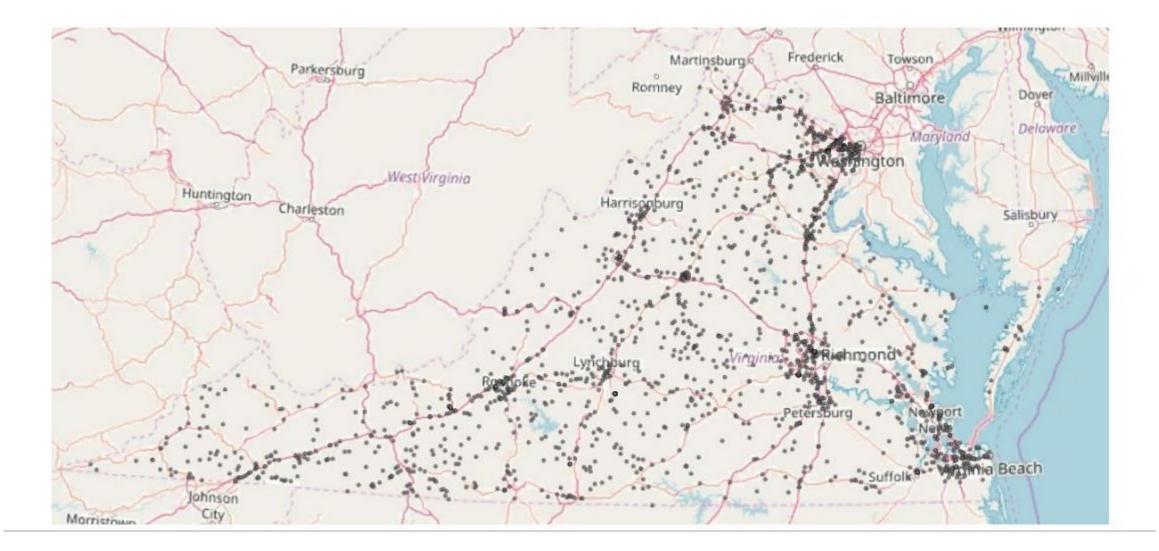
# RECOMMENDATIONS

#### **Recommendations – Consider all viable options**

Capture RoW Value for VDOT

Attractive approach for functionality and cost		Strategic Options to Address Needs	Highe Relevan			
Public-Private Partnership	Develop a New RSA	Extend Existing RSA	VDOT Builds its own Network	Purchase Access from Private Player		
Description: VDOT can choose to setup a public private partnership ("P3") with a private player they currently work with for RSAs or with a new player to cover gaps Benefits: P3s can fairly distribute value back to those with RoW and offer other concessions (e.g., broadband access, data storage, etc.) that an RSA may not provide. In addition, CoVA is a leader in the P3 space Drawbacks: This would require a new process and VDOT would need to manage perception and reaction of existing RSA providers	<ul> <li>Description: VDOT can choose to setup a new RSA with a private player they <u>do not</u> currently work with for segments that require coverage</li> <li>Benefits: RSAs have proven successful in the past given the "free- ride" VDOT enjoys from other customers, that are typically demanding, on the same network</li> <li>Drawbacks: areas where VDOT requires an RSA to address a network gap may not be in commercially attractive areas, which could limit the effectiveness of the approach</li> </ul>	<ul> <li>Description: VDOT can choose to setup a new RSA with a private player they currently work with for segments that require coverage</li> <li>Benefits: RSAs have proven successful in the past given the "free- ride" VDOT enjoys from other customers, that are typically demanding, on the same network</li> <li>Drawbacks: areas where VDOT requires an RSA to address a network gap may not be commercially attractive so VDOT may need to bargain using value provided on other network segments</li> </ul>	<ul> <li>Benefits: VDOT would have full control of the network</li> <li>Drawbacks: VDOT would require a significant investment into its operations, the activities are outside of VDOT's traditional scope, and it may face challenges from the State or Federal</li> </ul>	<ul> <li>Description: VDOT can purchase access from private players without leveraging its RoW for segments where it has gaps</li> <li>Benefits: The approach is the quickest strategy to fill gaps</li> <li>Drawbacks: The approach is the most costly for VDOT and requires negotiating with private players</li> </ul>		

#### **Recommendations** – Take advantage of ongoing construction projects





## **Recommendations – Leverage VDOT owned fiber**

- Options to make quick results
  - Investigate connecting the 59% of 911 centers that are within 1 mile of VDOT fiber
  - Leverage 2018 CMP to identify where VDOT can make additional network connections
  - Wireless mesh technology to make network connections
  - Investigate existing RSAs to possibly extract more value



# **Next Steps**

- 1. CTB feedback during this meeting
- 2. CTB direction in the next meeting
- 3. Coordination with office of Secretary of Transportation
- 4. Creation of Stakeholder Advisory Committee
- 5. Initiation of Phase 2
- 6. Issuance of Request for Information to engage private sector
- 7. Presentation of results to CTB and potentially PPTA Steering Committee

