



The Nick J. Rahall, II Appalachian Transportation Institute

Bob Plymale

Executive Director

October 4, 2012

Mingo County Redevelopment Authority - Post Mine Land Development

- Started in 1989 with Creation of Mingo County Redevelopment Authority (MCRA)
- Board made up of business professionals such as Buck Harless, Dan Moore, Ben Hatfield, James Simpkins, Howard Persinger and Joe Hatfield
- Hired Mike Whitt as Executive Director of MCRA on January 1, 1990
- Progressive board members continue today...Terry Sammons (14 years), Dino Beckett, Retired General Doc Fogelsong and Sara Smith

Mingo County Redevelopment Authority - Post Mine Land Development

- 1991 – Don Nicewonder with Nicewonder Construction (Premium Energy and White Flame Energy) – now part of Alpha Natural Resources, created the first Public Private Partnership (P3) known in West Virginia
- 1991 to 1992 – Plans for the Twisted Gun Golf Course were outlined as part of post mine land use
- Land development plan outlines land use designations for a highway corridor - master land use plan

Mingo County Redevelopment Authority - Post Mine Land Development

- Chief U.S. District Judge Charles Haden II based his ruling in part on allegations that the Arch Coal Inc. permit does not meet the federal "approximate original contour" (AOC), reclamation rule, 1999
- AOC variances are questioned
- The master land use plan, required to be developed by the Office of Coalfield Community Development, was first provided for in SB603 (2001); created for coal producing counties as a mechanism for variance from AOC
- Mingo County is first county to pass master land use plan - Adopted November 28, 2001 by Mingo County Commission
- FY 2001 funding for Southern Highlands Initiative – Southern CTC and RTI – Congressman Rahall

Mingo County Redevelopment Authority - Post Mine Land Development

- **2002** - MCRA hires E. L. Robinson Engineering Co. to develop master land use plan and enters into a collective agreement with Nicewonder Construction to construct utilities corridor
- **2003** - WVDOT signs contract with Nicewonder Construction for construction of King Coal/I 73-74 Highway (Red Jacket section); FHWA authorizes Federal funds for the project
- **May 7, 2004** – Groundbreaking of Red Jacket section with USDOT Secretary Mary Peters, Congressman Rahall and other dignitaries
- **2006** – Senator Byrd secures \$3 million for infrastructure development for the construction corridor
- **2008** – Senator Byrd secures additional \$3.2 million for infrastructure development for the construction corridor



1996

Twisted Gun Golf Club

1996

Twisted Gun Road

Left Fork Bens Creek Rd

Bens Creek Rd

Gay Ho



2001

Twisted Gun Golf Club

2001

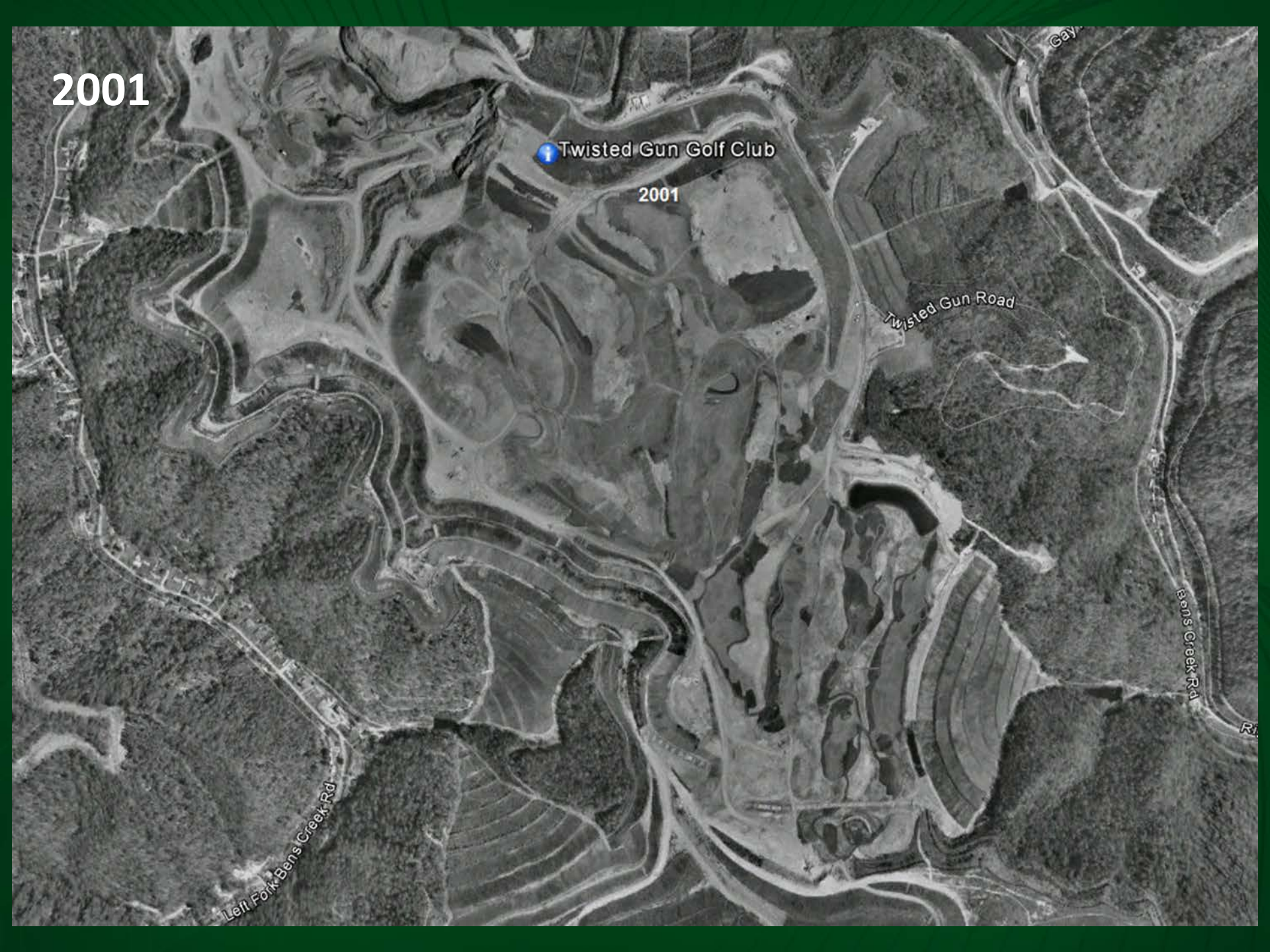
Twisted Gun Road

Left Fork Bens Creek Rd

Bens Creek Rd

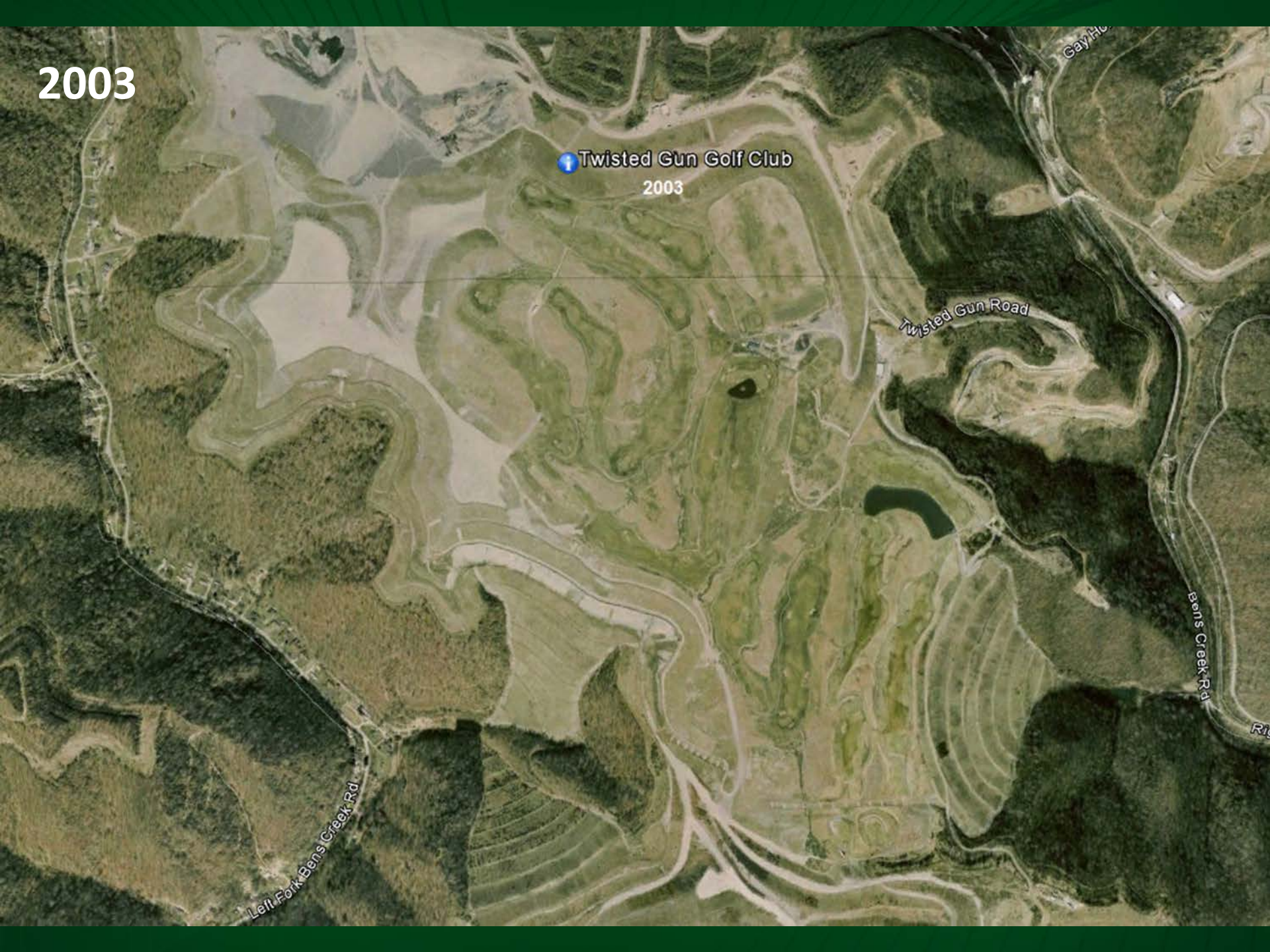
Gay

Rd



2003

Twisted Gun Golf Club
2003



Gay Hill

Twisted Gun Road

Bens Creek Rd

Left Fork Bens Creek Rd

Rd

2007

Twisted Gun Golf Club

2007

Twisted Gun Road

Left Fork Bens Creek Rd

Bens Creek Rd

Gay Hl



2009

Twisted Gun Golf Club
2009

Twisted Gun Road


Gay Ho.

Bens Creek Rd

Left Fork Bens Creek Rd



2012

 Twisted Gun Golf Club

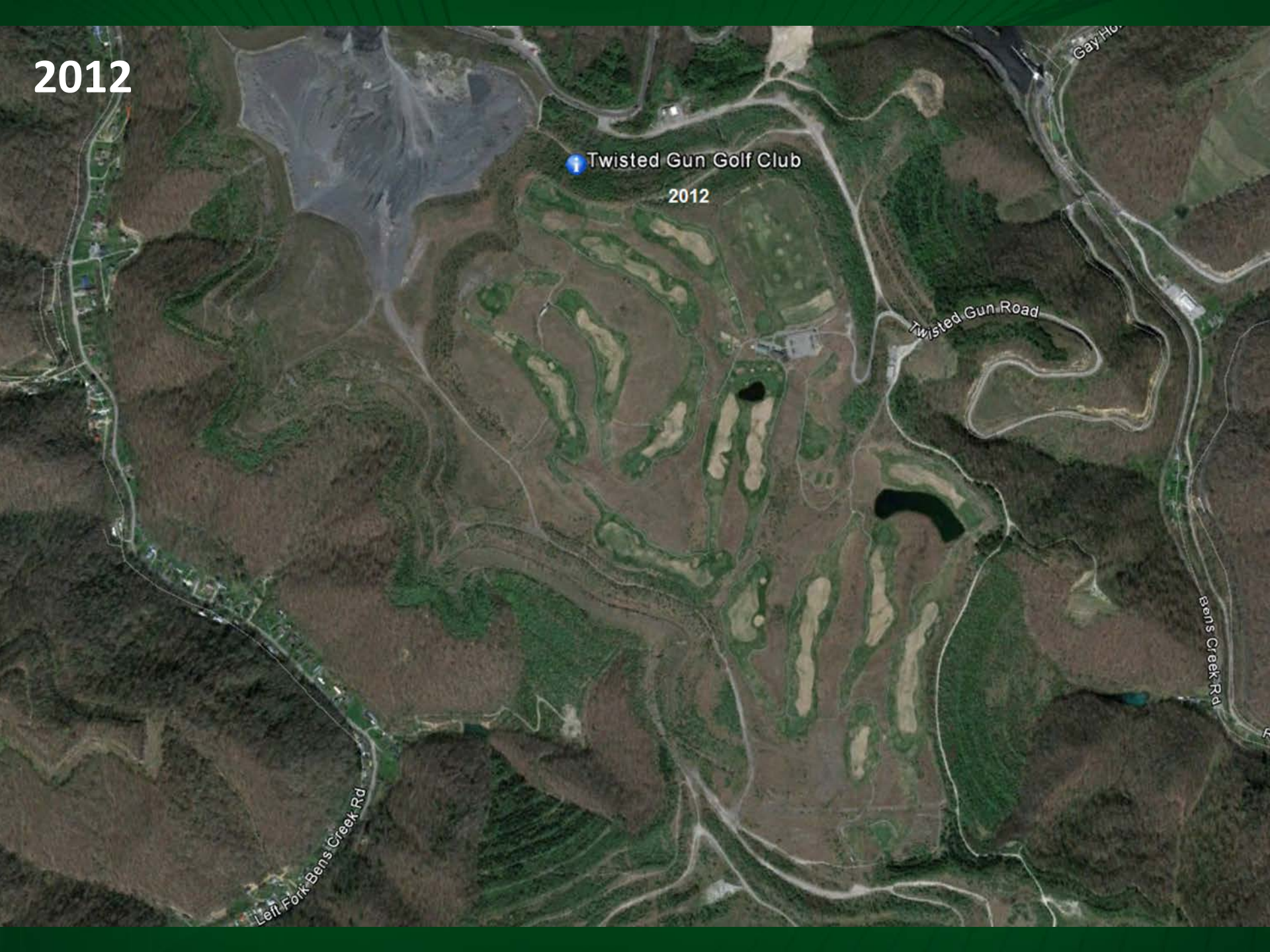
2012

Twisted Gun Road

Left Fork Bens Creek Rd

Bens Creek Rd

Gay Ho.



1996



2003



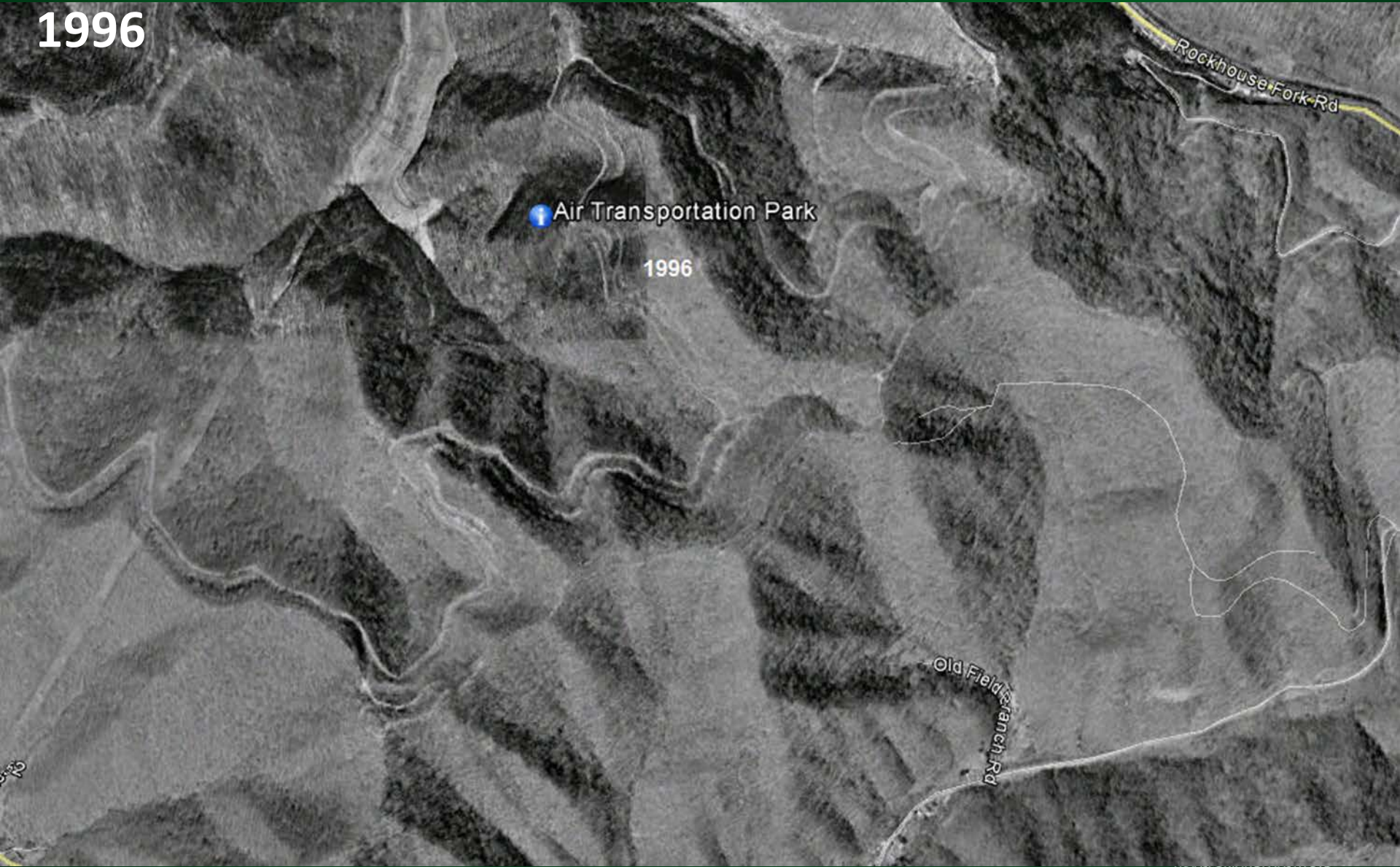
2007



2012



1996



● Air Transportation Park


1996

Rockhouse Fork Rd

Old Field Branch Rd

2003



 Air Transportation Park

2003

Rockhouse Fork Rd

Old Field Branch Rd

45

2007


 Air Transportation Park
2007

Rockhouse Fork Rd

Old Field Ranch Rd



2009

 Air Transportation Park

2009

uckhouse Fork Rd

Old Field Ranch Rd



2012

 Air Transportation Park

2012

Old-Field Ranch Rd



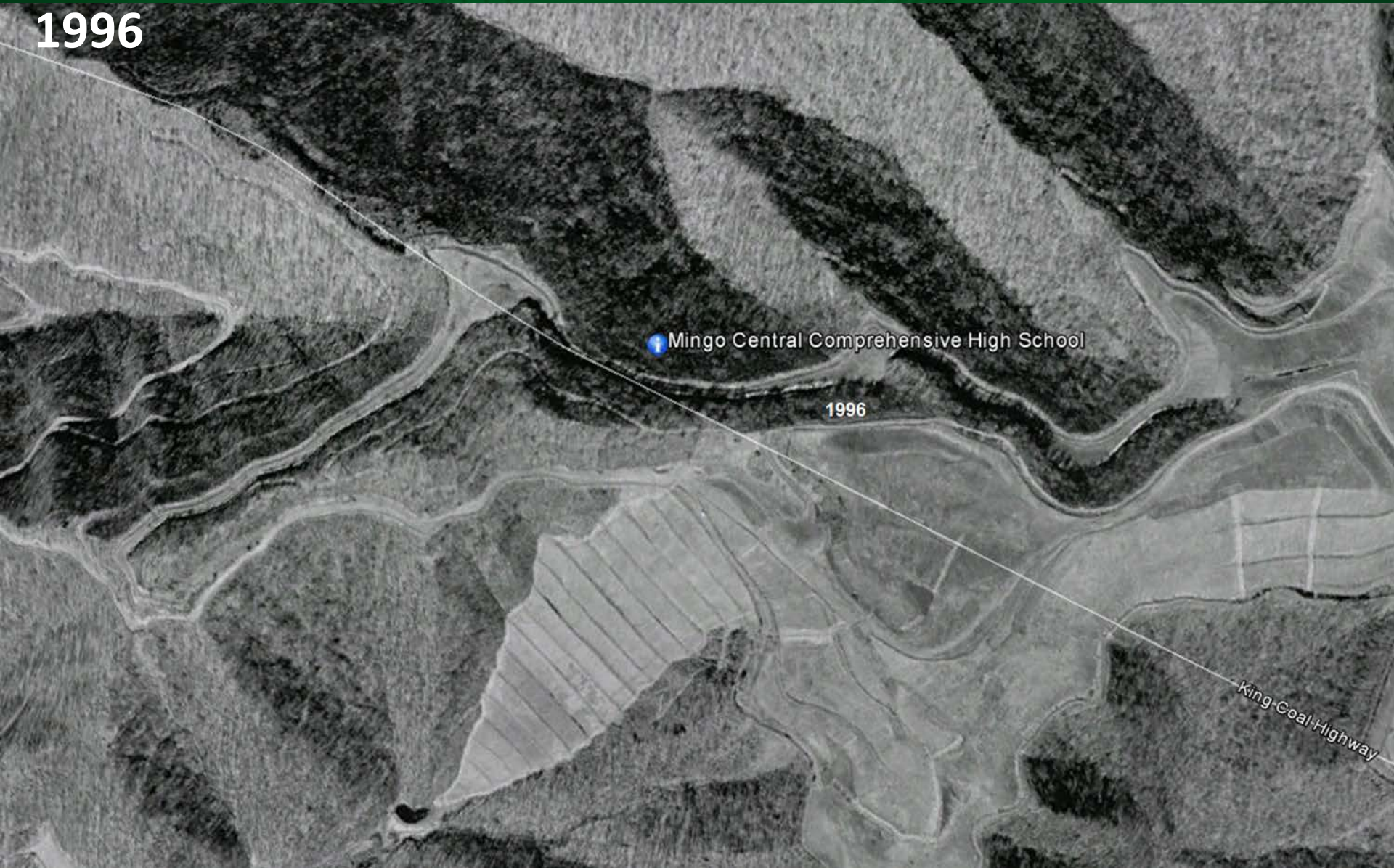


1996

Mingo Central Comprehensive High School

1996

King Coal Highway

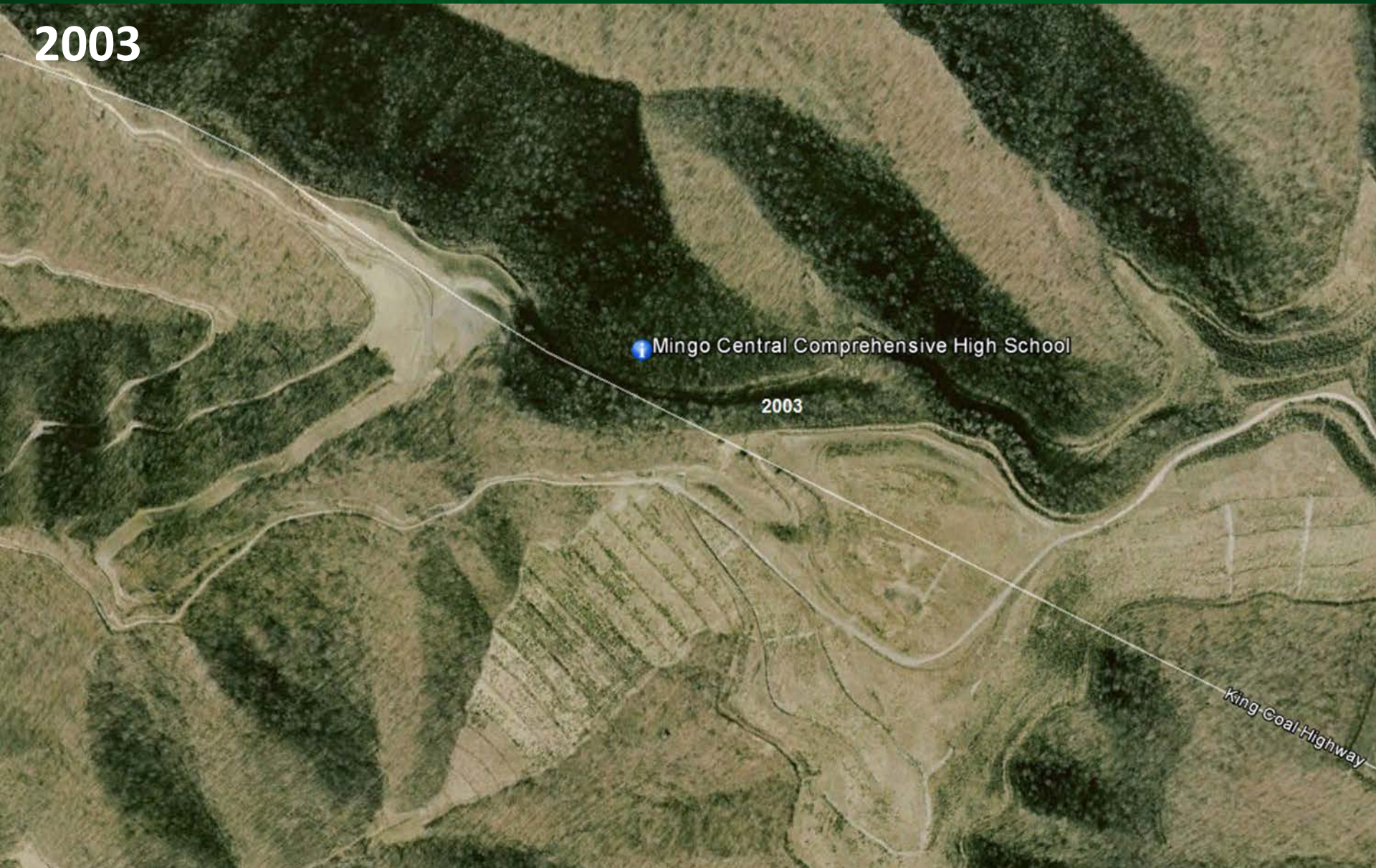


2003

Mingo Central Comprehensive High School

2003

King Coal Highway



2007

Mingo Central Comprehensive High School

2007

King Coal Highway



2009


 Mingo Central Comprehensive High School

2009

King Coal Highway



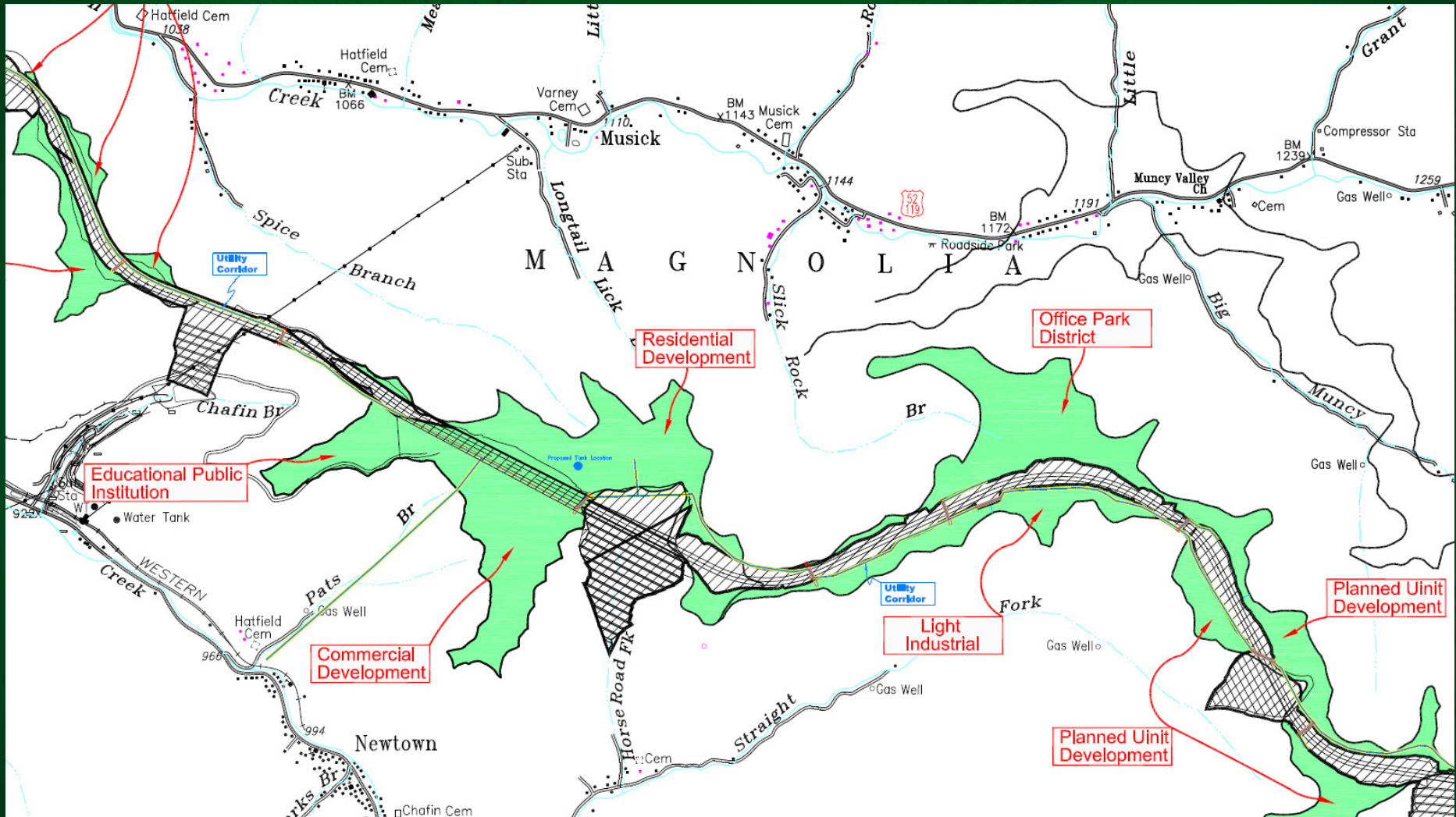
2012

 Mingo Central Comprehensive High School

2012

King Coal Highway





I 73/74 Corridor - RTI Study

- Support of Public Private Partnership (P3) model
- Allowing highway alignment changes to accommodate the P3 coal mining model and maximize cost savings in construction of future projects
- Must be in top five priorities of State Transportation Plan
- Planning for the total corridor, cost-benefit analysis enhancement
- Red Jacket section of 11.37 miles - cost savings of \$ 170 million or \$ 15 million per mile compared to the original estimate and completed 6 ½ years sooner
- Buffalo Mountain section of 5 miles - cost savings of \$110 million or \$ 22 million per mile and completed 4 years sooner

Financing Options & Recommendations

- Invest in New Market Tax Credits
- Offer Severance Tax Reductions
- Engage in Tax Increment Financing (TIF)
- (TIF) Special Experimental Projects (SEP-15)
- Private Activity Bonds
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- State Infrastructure Banks (SIBs)
- Grant Anticipation Revenue Vehicles (GARVEES)
- Section 129 Loans

Fund Management and Revenue Options

Fund Management

- Advance Construction and Partial Conversion
- Federal-Aid Matching

Revenue Options

- Revenue generating fleet license plates
- Statewide Bond
- Comprehensive pricing
 - Pay-as-you-drive insurance
- Tolling
- Roadway leasing
- VMT
- Natural gas vehicle taxing option

Future Planning Opportunities and Policy Considerations

- Support new model for funding from Infrastructure, Jobs, Development Council (IJDC) during construction of these projects – no end users can be identified in these projects
- Change the P3 law to facilitate more private sector involvement