

HAMPTON ROADS EXPRESS LANE NETWORK

Authorization of Additional Toll Facilities Revolving Account (TFRA) Allocations Relating to the Hampton Roads Express Lane Network

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Hampton Roads Express Lanes Network – Phased Delivery

HRELN is a continuous network of Express Lanes in each traffic direction on I-64 from the Jefferson Avenue interchange in Newport News to the I-64/I-264/I-664 Bowers Hill interchange in Chesapeake. Divided into four segments, it will be delivered in two phases:

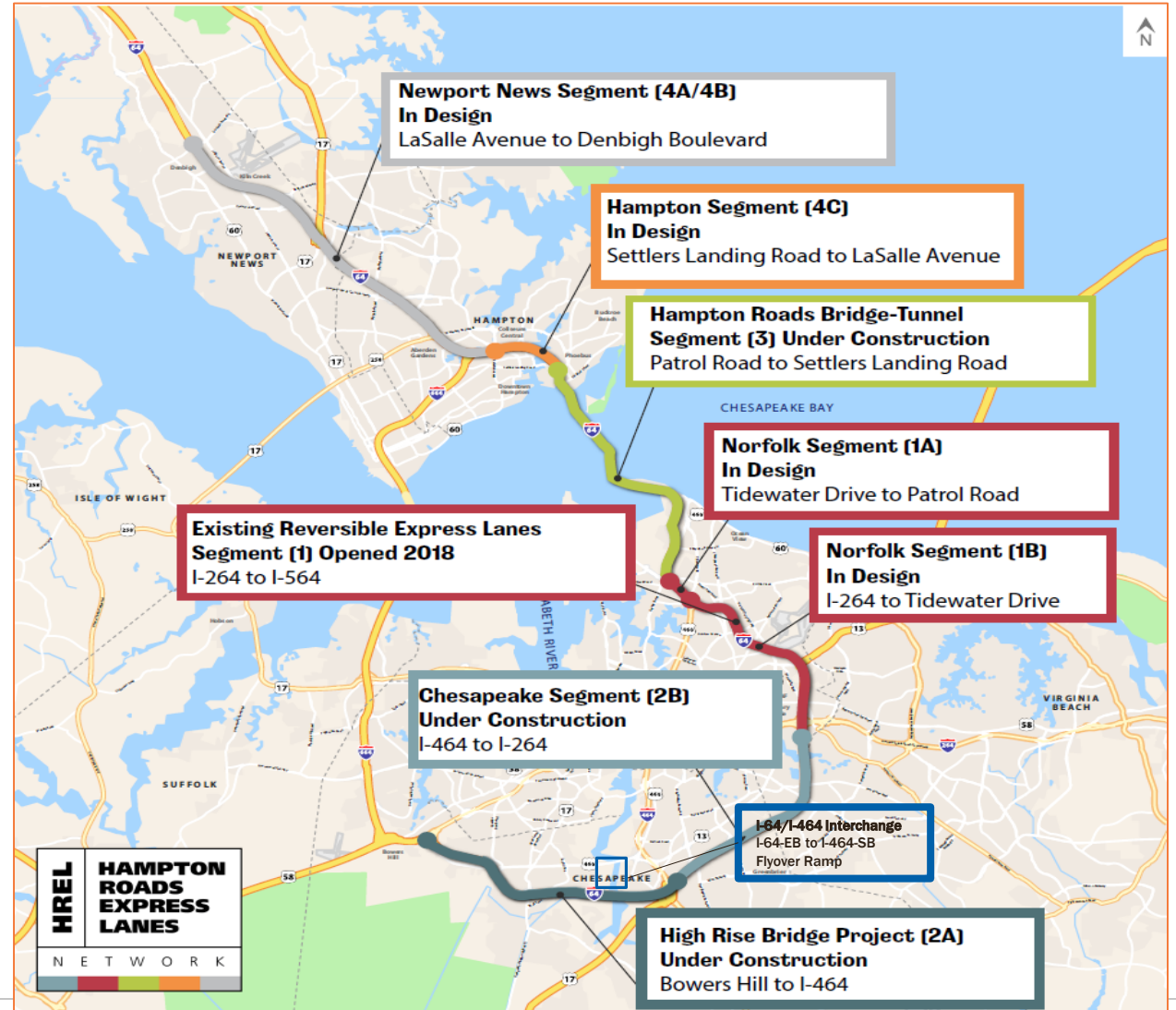
Phase I (Under Construction)

- **Segments 2A and 2B** – under construction; one Express Lane in each direction; completion and operational by middle of 2023
- **Segment 3 (HRBT Expansion Project)** – additional capacity with the construction of new tubes and lanes; completion and operational by end of 2026

Phase II (In Design)

Operational by the end of 2026

- **Segment 1A**
 - Project Award / Begin Construction – November 2022
 - Complete Construction – May 2023, End – December 2025
- **Segment 1B**
 - Project Award / Begin Construction – August 2023
 - Complete Construction – November 2026
- **Segment 4A/4B**
 - Project Award / Begin Construction – September 2024
 - Complete Construction – December 2026
- **Segment 4C**
 - Project Award / Begin Construction – August 2022
 - Complete Construction – December 2026
- **I-64-EB to I-464-SB Flyover Ramp**
 - Project Award / Begin Construction – August 2023
 - Complete Construction – August 2026



HREL I-64 Segment 2B – Tolling Infrastructure

- Tolling Infrastructure for conversion of existing HOV to HOT2 between I-64/I-264 interchange and I-64/I-464 interchange (Chesapeake and Virginia Beach)
- Contract executed on 10/02/2020
- Total Project Estimate = \$24,800,000
- Contract Completion = 8/22/2022
- Final unveiling work items were deleted from the Segment 2B contract due to delay in final opening date of the entirety of Segment 2 (Segment 2B and High Rise Bridge projects)
- New contract is required to execute remaining unveiling work items for Segment 2B.
 - **Remaining Work:**
 - Pavement Markings
 - Tubular Delineators
 - Unveiling Toll-Related Signs
 - **Contract cost estimate of \$2,900,000 for remaining construction activities**
- **VDOT requests \$2.9 million in Toll Facilities Revolving Account Allocations (TFRA) to cover the additional costs**

Toll Facility Revolving Account Status and position in the Master Tolling Agreement

- The CTB is provided the authority to allocate funds from TFRA to pay or finance all or part of the costs of toll facility construction (*Code of Virginia, § 33.2-1529*).
- TFRA Funds available stand at \$72.9 million at FY 2022 year-end.
- Additional Applicable Revolving Account Costs were anticipated in the Master Tolling Agreement (MTA) with HRTAC executed in 2020.
- Based on the arrangements in the Master Tolling Agreement, all TFRA Advances and any additional Incremental TFRA Funding will be repaid in accordance with the Revenues Waterfall for the HREL Network.

Requested CTB Action

- **VDOT requests authorization of additional Toll Facilities Revolving Account Allocations for the Hampton Roads Express Lanes Network, as follows:**
 - **\$2.9 million in Toll Facilities Revolving Allocations (TFRA) to complete the pavement markings, tubular delineators and unveiling of signs for tolling of the HREL Segment 2 Project in the City of Chesapeake**
- **Action requested in September to facilitate further federal requirements for TIP/STIP consideration by the MPO in October**

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