



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 18, 2018

MOTION

Made By: Mr. Malbon, Seconded By: Mr. Williams

Action: Motion Carried, Unanimously

Title: Advance Toll Facilities Revolving Funds to Support Analysis of an Express Lanes Network in Hampton Roads

WHEREAS, on October 19, 2016, pursuant to §§ 33.2-502 and 33.2-309 of the *Code of Virginia* and 23 USC §166 (a)(4), the Commonwealth Transportation Board (“CTB”) designated the existing Interstate 64 HOV-2 reversible lanes from Interstate 564 to Interstate 264 as HOT-2 and authorized dynamic tolling of vehicles utilizing the HOV reversible lanes on Interstate 64 from Interstate 564 to Interstate 264, during the Westbound AM peak period of 5:00 a.m. to 9:00 a.m. on weekdays and during the Eastbound PM peak period of 2:00 p.m. to 6:00 p.m. on weekdays for vehicles carrying less than two occupants (collectively, HOT Lanes-2 designation), to be implemented at such time that the infrastructure and improvements necessary to commence tolling on said portion of I-64 are determined by the Commissioner of Highways to be completed and ready for operation; and

WHEREAS, on September 20, 2017, pursuant to § 33.2-502 and § 33.2-309 of the *Code of Virginia* and 23 USC §§ 129 and 166, the CTB designated a vehicle occupancy requirement of 2 and authorized dynamic tolling of vehicles carrying less than two occupants for vehicles utilizing the new lanes constructed on I-64 beginning in the vicinity of the I-464 Interchange in Chesapeake and extending to the I-664/I-264 Interchange at Bowers Hill pursuant to the Interstate 64 Southside Widening and High Rise Bridge Project, 24 hours - 7 days a week (collectively, HOT Lanes-2 designation), to be implemented for each phase of the Project at such time that the new lanes for the phase on said portion of I-64 are determined by the Commissioner of Highways to be completed and ready to open for traffic/operation.

WHEREAS, on July 18, 2017, the CTB was briefed on the concept of a full Express Lanes Network in Hampton Roads that would include not only the HOT lanes that have thus far been designated by the CTB, but also other potential HOT Lanes designations along I-64 from Bowers Hill in Chesapeake to Jefferson Avenue in Newport News (see presentation entitled *Hampton Roads Express Lanes Network*); and

WHEREAS, the estimated cost to complete a Traffic and Revenue Study for a full Express Lanes Network in Hampton Roads and the necessary financial analysis is \$1,500,000; and

WHEREAS, the Commonwealth Transportation Board is authorized to advance funding from the Toll Facility Revolving Account (“TFRA”) pursuant to §33.2-1529 of the *Code of Virginia* to support the Traffic and Revenue Study and financial analysis efforts.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that an amount up to \$1,500,000 be advanced from the TFRA to support the Traffic and Revenue Study and financial analysis efforts relating to a full Express Lanes Network in Hampton Roads.

BE IT FURTHER RESOLVED that the advance funding provided by the TFRA shall be repaid with toll revenues from the network of Express Lanes contemplated, or any portion thereof, or such other funds as may be identified and made available by the Commonwealth Transportation Board.

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CTB Decision Brief

Advance Toll Facilities Revolving Funds to Support Analysis of an Express Lanes Network in Hampton Roads

Issue: Commonwealth Transportation Board (CTB) approval is sought for a request for funding from the Tolls Facility Revolving Account (TRFA) to support the analysis of an Express Lanes Network in Hampton Roads.

Facts: On October 19, 2016, the CTB designated the existing Interstate 64 HOV-2 reversible lanes from Interstate 564 to Interstate 264 as HOT-2 and authorized dynamic tolling of vehicles utilizing the HOV reversible lanes on Interstate 64 from Interstate 564 to Interstate 264, during the Westbound AM peak period of 5:00 a.m. to 9:00 a.m. on weekdays and during the Eastbound PM peak period of 2:00 p.m. to 6:00 p.m. on weekdays for vehicles carrying less than two occupants (collectively, HOT Lanes-2 designation), to be implemented at such time that the infrastructure and improvements necessary to commence tolling on said portion of I-64 are determined by the Commissioner of Highways to be completed and ready for operation.

On September 20, 2017, the CTB designated a vehicle occupancy requirement of 2 and authorized dynamic tolling of vehicles carrying less than two occupants for vehicles utilizing the new lanes constructed on I-64 beginning in the vicinity of the I-464 Interchange in Chesapeake and extending to the I-664/I-264 Interchange at Bowers Hill pursuant to the Interstate 64 Southside Widening and High Rise Bridge Project, 24 hours - 7 days a week (collectively, HOT Lanes-2 designation), to be implemented for each phase of the Project at such time that the new lanes for the phase on said portion of I-64 are determined by the Commissioner of Highways to be completed and ready to open for traffic/operation.

On July 18, 2017, the CTB was briefed on the concept of a full Express Lanes Network in Hampton Roads that would include not only the HOT Lanes that have thus far been designated by the CTB but also other potential HOT Lanes designations along I-64 from Bowers Hill in Chesapeake to Jefferson Avenue in Newport News (see presentation entitled *Hampton Roads Express Lane Network*).

The estimated cost to complete a Traffic and Revenue Study for a full Express Lanes network as described herein and the necessary financial analysis is \$1.5 million. The CTB is authorized to advance funding from the Toll Facility Revolving Account pursuant to §33.2-1529 of the *Code of Virginia* to support the analysis efforts.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the approval of a loan of up to \$1.5 million from the Toll Facility Revolving Account to support the Traffic and Revenue Study and financial analysis efforts relating to a full Express Lanes Network in Hampton Roads.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the loan from the Toll Facility Revolving Account.

Options: Approve, Deny or Defer. If the CTB chooses not to approve the resolution, the initial analysis needed for an Express Lanes network in Hampton Roads as referenced herein would not be funded.

Public Comments/Reactions: N/A