



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 17

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 15, 2020

MOTION

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

Action: Motion Carried, Unanimously

Title: Advance Toll Facilities Revolving Funds to Support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264

WHEREAS, on July 18, 2017, the Commonwealth Transportation Board (CTB) was briefed on the concept of a regional 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, 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 two (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 September 20, 2017, the CTB advanced an amount up to \$10,000,000 from the Toll Facility Revolving Account (TFRA) and allocated the same to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed tolling infrastructure and related services on Interstate 64 beginning in the vicinity of the I-664/264 Interchange and extending to the vicinity of the I-264 Interchange ("Segment 2"), and

Resolution of the Board

Advance Toll Facilities Revolving Funds to Support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264

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directed that requests for additional funding from the TFRA or other sources for tolling infrastructure and related services shall be presented to the CTB for its approval.

WHEREAS, the estimated cost to complete tolling integration for the High Rise Bridge components is \$6.1 million and the estimated cost to complete construction and tolling integration for Segment 2 is \$21.9 million; and

WHEREAS, the CTB is authorized to allocate funding, whereby such funds allocated shall be considered as an advance of funding, from the TFRA pursuant to §33.2-1529 of the *Code of Virginia* to support these construction and tolling integration efforts.

NOW, THEREFORE, BE IT RESOLVED by the CTB that, in addition to the amount advanced on September 20, 2017, an amount up to \$28,000,000 be advanced from the TFRA and allocated to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional 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 CTB.

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CTB Decision Brief

Advance Toll Facilities Revolving Funds to Support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264

Issue: The Virginia Department of Transportation (VDOT) seeks Commonwealth Transportation Board (CTB) approval of a request for funding from the Tolls Facility Revolving Account (TFRA) to support Construction and Tolling Integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264.

Facts: On July 18, 2017, the CTB was briefed on the concept of a regional 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*).

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 two (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. With the same action, the CTB advanced an amount up to \$10,000,000 from the TFRA and allocated the same to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed tolling infrastructure and related services on Interstate 64 beginning in the vicinity of the I-664/264 Interchange and extending to the vicinity of the I-264 Interchange (“Segment 2”). Pursuant to the September 20, 2017 action, the CTB directed that requests for additional funding from the TFRA, or other sources for tolling infrastructure and related services, must be presented to the CTB for its approval.

The estimated cost to complete tolling integration for the High Rise Bridge components is \$6.1 million and the estimated cost to complete construction and tolling integration for Segment 2 is \$21.9 million; and

The CTB is authorized to allocate funding, whereby such funds allocated shall be considered as an advance of funding, from the TFRA pursuant to §33.2-1529 of the *Code of Virginia* to support the construction and tolling integration efforts.

Recommendations: VDOT recommends the approval of a loan, in addition to the amount advanced on September 20, 2017, in an amount up to \$28,000,000, to be advanced from the TFRA and allocated to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads. 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 CTB.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the loan from the TFRA. If the CTB chooses not to approve the resolution, the construction and tolling integration work needed for Interstate 64 from the I-664/I-264

Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads would not be funded.

Options: Approve, Deny or Defer.

Public Comments/Reactions: N/A