MASTER TOLLING AGREEMENT UPDATE
HAMPTON ROADS EXPRESS LANE NETWORK

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Master Tolling Agreement Development

Through the HRBT Project Administration and Funding Agreement (PAFA) VDOT committed to work collaboratively with HRTPO and HRTAC to:

- Find best operational solutions
- Define appropriate tolling policies
- Investigate financial mechanisms available to CTB and HRTAC

While PAFA required Master Tolling Agreement (MTA) with HRTAC by Oct. 31, 2019

- Operations Study finalized in late fall 2019
- Discussion on entity to issue debt extended
  - HB1438 (2020 GA Session) provides authority to HRTAC to impose and collect tolls
Master Tolling Agreement Update

• CTB authorized the execution of HRBT PAFA between HRTAC and VDOT in March 2019
  • Whereby requiring Master Tolling Agreement (MTA)

• MTA execution prior to HRBT full notice to proceed (NTP) issued per HRTAC request
  • Earliest full NTP mid-July 2020

• VDOT and HRTAC have collaboratively developed draft MTA
  • Majority of broad terms agreed to
  • Continue to collaborate on outstanding items

• MTA requires execution from CTB, VDOT and HRTAC
Master Tolling Agreement Major Terms

I-64 Hampton Roads Express Lane (HREL) Network

- Defines the initial HREL
  - I-64 and Jefferson Avenue to I-64/I-264/I-664 Bowers Hill

- Sequencing and implementation
  - Goal is to create a contiguous and continuous network

- Sequencing based on project schedules and operations

- Allows for mutually agreed additions to initial HREL
Master Tolling Agreement Major Terms

Procurement and Completion of HREL

- VDOT responsible for design, right-of-way and construction
- HRTAC participates in procurement
- Continued collaboration on traffic and revenue studies
- Funding of HREL
  - HRTAC funding plan
  - VDOT assistance with TIFIA and other financing
- VDOT continue to own the HREL
Master Tolling Agreement Major Terms

Tolling Operations and Maintenance

- Operations and maintenance performed initially by VDOT then transitioned to HRTAC
  - Earliest transition – High Rise Bridge segment toll day one
  - Latest transition – HRBT toll day one
  - HRTAC may enter into mutually agreeable contract with VDOT to provide tolling O&M

- VDOT responsible for roadway operations and maintenance
  - Includes snow, ice and debris
Master Tolling Agreement Major Terms

Tolling Policy and Procedure

• Designation of the initial HREL as HOT Lanes
• Agree to have HRTAC exercise its tolling authority for HREL
• HRTAC has right and responsibility to set initial tolling policy
  • Hours of operation
  • Toll points
  • Comply with federal + state laws/regulations
  • Allow for safe operations between HOT and adjacent GP lanes
  • Prohibit use of toll booths (Electronic tolling only)
• Toll policy modifications to require review by Toll Policy Committee
  • 6 members (3 HRTAC and 3 Secretary of Transportation appointed)
• Toll rate to be set dynamically based on congestion
• Toll enforcement will be the responsibility of the operator
• Criteria established for Commissioner to suspend tolling
• Express agreement to provide free means of travel along corridor
Master Tolling Agreement Major Terms

- **Toll Revenues and Toll Backed Debt**
  - Establishes priority use of debt proceeds and toll revenues
  - HRTAC to regularly submit financial models
  - Parties agree to cooperate to maximize the proceeds from TIFIA
    - Minimum of $345M debt proceeds applied to HRBT, as stipulated in PAFA

- **Naming rights**
  - Hampton Roads Express Lanes

- **Compensation event**

- **Dispute resolution process**
Master Tolling Agreement Major Terms

• Outstanding Issues to be Resolved
  • Toll Policy Committee dispute resolution
  • Compensation Event