



Tolling in Virginia

The Challenges for Tomorrow

David Caudill, P.E.
Division Administrator
Tolling Operations Division
December 4, 2013

- **The 1772 Virginia legislature cleared the way for what probably was the first toll road in America, when it authorized Augusta County to build a highway over the mountain between Jennings's Gap and Warm Springs and to establish a toll gate**
- **Nearly 250 years later, Virginia continues to use tolling as a financing tool for major transportation facilities**
- **In fact, toll revenues can substantially fund the construction and future maintenance and operations costs, lessening the burden on traditional transportation revenues**



- **Today's high priority mega projects require the support of toll revenues**
- **Existing revenues, even after HB 2313, will not support all of the transportation needs**
- **Toll revenues permit and encourage the private sector to become involved in finding solutions to financing major projects**
- **Three P3 projects currently underway are being funded by tolls**
 - ❑ **Midtown, Downtown Tunnel and MLK extension**
 - ❑ **I-95 Express Lanes**
 - ❑ **The Commonwealth Connector (Rt. 460)**

- **The Supreme Court of Virginia heard oral arguments on September 11, 2013**
- **On October 31, 2013, the Court reversed the decision of the Circuit Court and entered final judgment in favor of VDOT and Elizabeth River Crossings Opco LLC.**
- **The court held that: (1) the tolls were not taxes and the General Assembly did not unconstitutionally delegate its power of taxation; (2) the PPTA contained adequate guidance with regard to the setting of tolls and did not unconstitutionally delegate the General Assembly's legislative powers; and (3) the comprehensive agreement did not surrender the Commonwealth's police power.**

- **A petition for the rehearing was filed on November 27 meeting the 30 day filing deadline.**
- **Meanwhile, tolling on the Downtown Tunnel/Midtown Tunnel Extension is expected to begin as scheduled on February 1, 2014.**
- **Delays in the commencement of tolling would cost approximately \$7 million a month.**



A Look at Tolling in Virginia

Facility	Location	Opened	Operator
Chesapeake Bay Bridge Tunnel	Virginia Beach to Cape Charles	1964	Chesapeake Bay Bridge Tunnel Commission
Powhite Parkway/Downtown Expressway	Richmond; surrounding Counties	1973	Richmond Metropolitan Authority
Dulles Toll Road	Falls Church; Fairfax County to Dulles Airport	1984	Metropolitan Washington Airport Authority
Powhite Parkway Extension	Chesterfield County	1988	VDOT
Dulles Greenway	Leesburg; connects to Dulles Toll Road	1995	Toll Road Investors Partnership II
Coleman Bridge	Between Yorktown and Gloucester Point	1996	VDOT
Chesapeake Expressway	Chesapeake to NC line	2001	City of Chesapeake
Pocahontas Parkway	Chesterfield and Henrico Counties	2002	Transurban
South Norfolk Jordan Bridge	Norfolk	2012	Figg Bridge Developers
I-495 Express Lanes	Capital Beltway Springfield to Dulles Toll Road	2012	Transurban



Four New Toll Facilities on the Horizon

Three through VDOT PPTA projects; one local Government

Facility	Location	Opened	Operator
Downtown Tunnel/Midtown Tunnel/MLK Extension	Portsmouth/Norfolk	February 2014	Elizabeth River Crossing
I-95 Express Lanes	Stafford/ Fairfax Counties; Northern VA	2015	Transurban
Dominion Boulevard	Chesapeake	Early 2017	City of Chesapeake
Route 460	Between Prince George and Sussex Counties	2018	Rt. 460 Funding Corporation

➤ Dulles Toll Road

- ❑ Provided \$150 million in 2013 to be used for debt service on Dulles Metrorail Ext.
- ❑ HB 2313 committed \$300 million over three years for Phase 2 of the Dulles Metrorail Ext.

➤ Powhite Parkway Extension

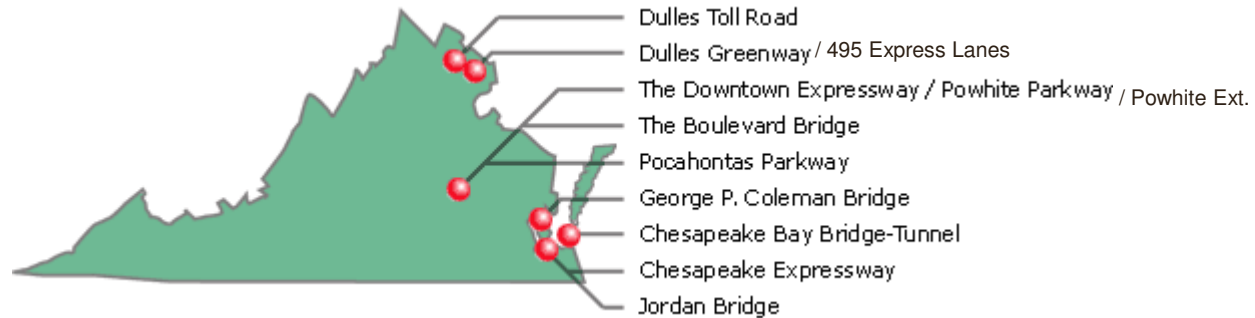
- ❑ Roadway maintenance provided by VDOT
- ❑ Supported by the Toll Facility Revolving Fund

➤ Coleman Bridge

- ❑ Supported by the Toll Facility Revolving Fund

- **Dominion Blvd - \$152 million VTIB loan**
- **Downtown/Midtown Tunnel**
 - ❑ Initial public funding of \$308 million to support \$1.59/\$1.84 toll rate
 - ❑ Additional \$112.5 million to delay start of tolling until February 2014
 - ❑ Free local trip provision – MLK Extension
 - ❑ Support of local transit - \$2 million annually
- **Rt. 460 Improvement Project**
 - ❑ VDOT & Virginia Port Authority project support of \$1.2 billion
 - ❑ \$80 million line of credit to enhance credit
 - ❑ Revenue Risk taken by the Funding Corporation

Virginia's Toll Facilities



Average Trip Cost

Truck rate	\$ 5.25	\$ 4.80	NA	NA	\$ 1.00	\$ 1.00	\$ 1.50	\$.70	\$ 6.25	\$ 4.00	\$ 4.00	\$ 35.00	\$ 5.00	\$ 7.36	\$ 6.65	\$ 4.50
Car rate	\$ 1.75	\$ 4.90	\$ 1.86	\$ 2.38	\$ 0.70	\$ 0.70	\$ 0.75	\$.35	\$ 3.25	\$ 0.85	\$ 3.00	\$ 12.00	\$ 1.50	\$ 1.84	\$ 1.26	\$ 1.00
Facility	Dulles Toll Road	Dulles Greenway	495 Express Lanes	<u>I-95 Express Lanes</u>	Downtown Expressway*	Powhite Parkway*	Powhite Parkway Extension*	Boulevard Bridge	Pocahontas	Coleman Bridge	Chesapeake Expressway	Chesapeake Bay Bridge Tunnel	Jordan Bridge	<u>Elizabeth River Tunnels</u>	<u>Route 460</u>	<u>Dominion Blvd.</u>
MPO	NoVA				Richmond					Hampton Roads						

*Note: Combined average trip on Powhite Parkway Extension, Powhite Parkway and Downtown Expressway = \$2.15
 Facilities underlined have yet to begin collecting tolls

- **Tolling is a valuable option for project funding throughout the Commonwealth**
- **It should be considered as tool for addressing needs sooner than would otherwise be possible**
- **Provides support for ongoing maintenance and operations**