
VDOT
Virginia Department of Transportation

RECOMMENDED ADVANCE FROM TOLL FACILITY REVOLVING ACCOUNT TO THE HAMPTON ROADS EXPRESS LANES NETWORK

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Outline

- Overview of the Toll Facilities Revolving Account
- Financial Assumptions related to the Hampton Roads Express Lanes Network (HRELN) under the Master Tolling Agreement (MTA)
- Recommend formally allocating funds from Toll Facility Revolving Account for the HRELN

Toll Facility Revolving Account (TFRA)

Established and governed by § 33.2-1529 of the Code of Virginia.

- The 1986 Special Session II of the General Assembly, the Commission on Transportation in the 21st Century, recommended the establishment of a Toll Facilities Revolving Account for a method to finance or refinance existing and potential toll facilities.
- On July 1, 1987, the Toll Facilities Revolving Account was created under § 33.1-23.03:4 of the Code of Virginia to pay or finance all or a part of the costs of toll facilities constructed under the provisions of Title 33.1 (Title 33.2 today).
- Funds residing in the TFRA have been utilized to provide operational support for the Powhite Parkway Extension Toll Road, the George P. Coleman Bridge, the Pocahontas Parkway Toll Road in addition to advanced funding for projects such as the Route 168 Chesapeake Expressway, Pinner's Point Interchange and others.
- Repayment arrangements are in place for the remaining outstanding loans for Coleman Bridge and the Chesapeake Expressway.
  - 2025 Appropriation Act required that all rates, fees, tolls and other charges cease to be collected for the use of the George P. Coleman Bridge no later than January 1, 2026. Tolling ended on August 8, 2025. Any remaining amount due to Toll Facility Revolving Account will not be reimbursed

TFRA Information

Prior to House Bill 1887 (2015), all interest earnings from the Highway Maintenance and Operating Fund and the TTF Construction fund were dedicated to the TFRA.

These interest earnings are now dedicated to the Virginia Transportation Infrastructure Bank (VTIB) and the Transportation Partnership Opportunity Fund (TPOF).

No dedicated revenue source beyond repayments since FY 2016

Available balance of $103.7 million

Other Subfunds of TFRA

- Includes the Federal and State components of the State Infrastructure Bank (SIB)
- Current Balance of $15.5 million Federal and $3.6 million State
- Created to support P3s

- Supports the operating activity for E-ZPass Operations and Violation Enforcement Services

TFRA Portfolio

Fund/Facility	Amount (in millions)	Anticipated Repayment Date
E-ZPass Toll Collection Support (Working Capital)	$17.9	On-going
Highway Construction Fund Legacy Projects	$23.1	Addressing through project closeout process
I-64 Hampton Roads Express Lanes Network	$60.3	2036 – 2039
Coleman Bridge Toll Facility	$29.6	FY 2026 (Partial Repayment)*
I-66 Inside the Beltway Express Lanes Toll Facility	$68.9	Annual Payments: 2023 – 2047
TOTAL	**$199.7**	*Note: Category totals do not add up to grand total due to rounding.*

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Financing the Hampton Roads Express Lanes Network (HRELN)

- **The Master Tolling Agreement (MTA) was executed in August 2020 among HRTAC, the CTB and VDOT to govern the financing, construction and operations of the HRELN**
  - The MTA recognized the need for non-recurring costs that VDOT has advanced or will advance out of the Toll Facilities Revolving Account to support the HRELN. These funds would be repaid in accordance with the Proceeds Waterfall of toll revenue.
  - In 2021, VDOT and HRTAC acknowledged and agreed that additional tolling integration costs for the network could be funded with TFRA allocations.
  - To date, coverage of the tolling integration costs has been assumed to be an advance from TFRA.

Estimated need for current and future integration costs

Segment	Estimated Costs in millions (Contract Components and Oversight)
Remainder of Traffic and Revenue Study Work and Segment 2 Expenditures (Chesapeake)	$5.0
Segment 1 (Norfolk)	3.4
Segment 3 (HRBT)	3.8
Segment 4A (Newport News)	5.6
Segment 4B (Newport News)	3.5
Segment 4C (Hampton)	4.7
Contingency	2.1
Total	**$28.0**

Next Steps

- **VDOT recommends allocation of up to $28,010,440 in TFRA allocations to support tolling integration costs for the HRELN segments.**

- **Resolution will be advanced in October 2025 for CTB consideration**