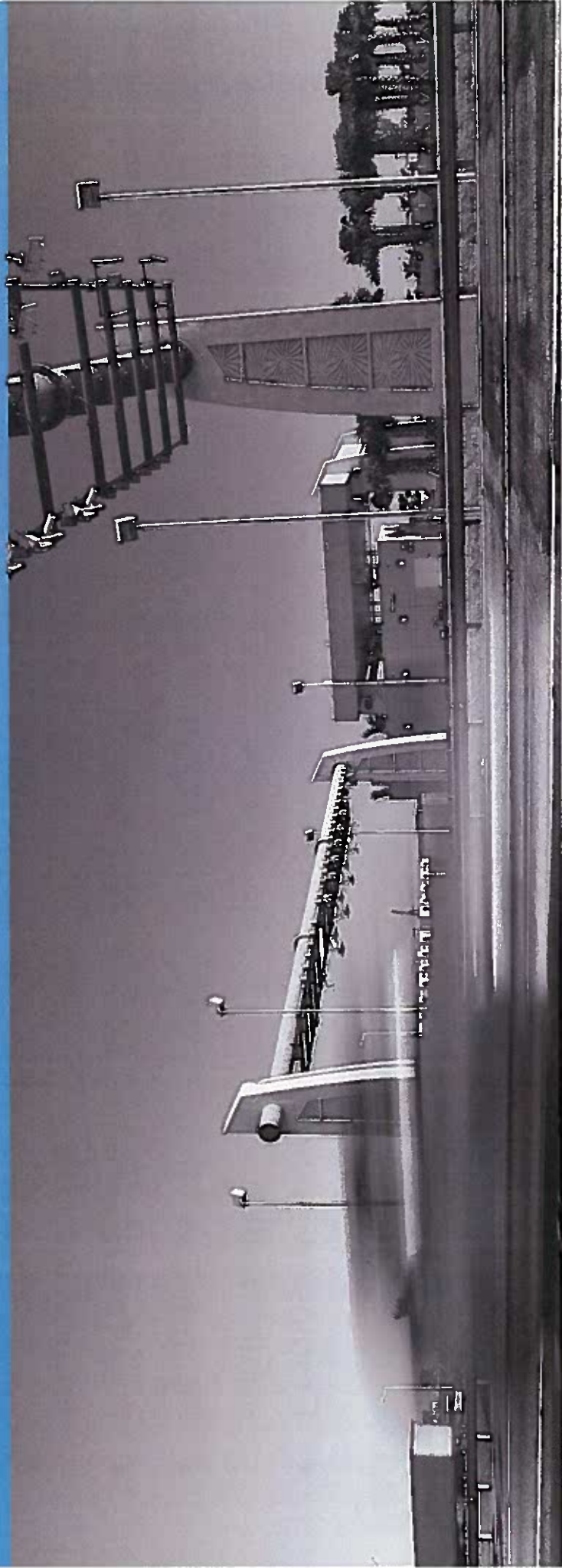


STATE OF MICHIGAN HOUSE TRANSPORTATION COMMITTEE

Eric Morris, Vice President & Michigan Office Leader

June 3, 2020



About HNTB

- Employee-owned infrastructure solutions firm
- Founded in 1914
- Nearly 5,000 teammates in 70 offices around the U.S.
- Opened Michigan office in 1992; currently employ 120+ Michigan residents
- Engineer News-Record's Midwest Design firm of the Year, 2019



State of the Practice – Interstate Tolling



Federal Programs to Advance Interstate Tolling

MAINSTREAM PROGRAMS

- No additional federal approval processes required
- Requires reconstruction of existing bridges/tunnel lanes or construction of new lanes
- Potentially faster to implementation
 - Section 129 New Capacity
 - Section 129 Bridge/Tunnel Reconstruction
 - Section 166 HOV to HOT Conversion

PILOT PROGRAMS

- Must secure a slot in a competitive Pilot Program
- Greater flexibility (corridor tolling and variable pricing without reconstruction)
- More nuanced requirements, plan and environmental (NEPA)
 - ISRRPP (Interstate System Reconstruction and Rehabilitation)
 - VPPP (Value Pricing)

Comparison of Tolling Programs

	Description/Requirements	Construction Required?	Toll Existing?	NEPA Required?	Use of Revenue?	Timing of Tolls?
Section 129 New Capacity	<ul style="list-style-type: none"> New capacity (express lanes and expansions) 	Yes	No	No*	Corridor, then any fed eligible	Construction Completion
Section 129 Bridge & Tunnel	<ul style="list-style-type: none"> Comply with the FHWA reconstruction guidance Bridge defined as a span greater than 20 feet Multiple bridges/tunnels for a "corridor" 	Yes	Yes	No*	Corridor, then any fed eligible project	Construction Contract Execution
Section 166 HOV to HOT	<ul style="list-style-type: none"> Conversion of existing HOV to HOT MPO consultation Performance reporting 	No	No	No*	Corridor, then any fed eligible project	Construction Completion
ISRRPP (Reconstruction)	<ul style="list-style-type: none"> Enables tolling of all reconstructed lanes 3 provisional slots; 3 available 	Yes	Yes	Yes	Corridor only	Construction Completion
VPPP (Value Pricing)	<ul style="list-style-type: none"> Congestion and time-of-day toll rates MPO consultation and Performance reporting 15 slots; 7 permanent and 8 reserved 	No	Yes	Yes	Corridor, then any fed eligible project	Construction Completion

*Note: Implications from forgoing NEPA or diverting revenues off a corridor should be carefully examined

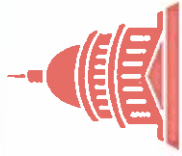
Tolling in Michigan?



Programmatic Considerations



Evaluation and
Feasibility



Legislative
Elements



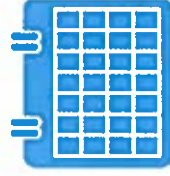
Proactive
Communications
Strategy



Environmental
Justice and
Mitigation



Opportunities to
Leverage Revenue



Schedule
Drivers



Potential
Litigation and
Mitigation

INDIANA

CASE STUDY:

Legislation Includes
Statewide Tolling Strategic
Plan, On-Hold for Future
Consideration



Lessons Learned

- Strategic plan provided some preliminary analysis to highlight the process, status and willingness to advance tolling options throughout the state
- A comprehensive public involvement program will be required if tolling advances
- With legislation already in place and support from the General Assembly, INDOT benefited from greater guidance from FHWA to advance tolling options under the Mainstream Program (Section 129)

Michigan – Potential Next Steps

Legislative action

Implementation Plan

FHWA Concurrence

Communications and Outreach

Pre-construction Activities

Environmental Approvals

MOU or Tolling Agreement with FHWA

Implementation Plan Components

- Policy formulation
- Capital needs assessment
- Toll plan and options
- Traffic & Revenue analysis
- Net revenue, phasing and financing strategy
- Federal approach (tolling programs and NEPA)
- Communications approach
- Detailed ConOps plan

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