

# STATE OF MICHIGAN HOUSE TRANSPORTATION COMMITTEE

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# 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





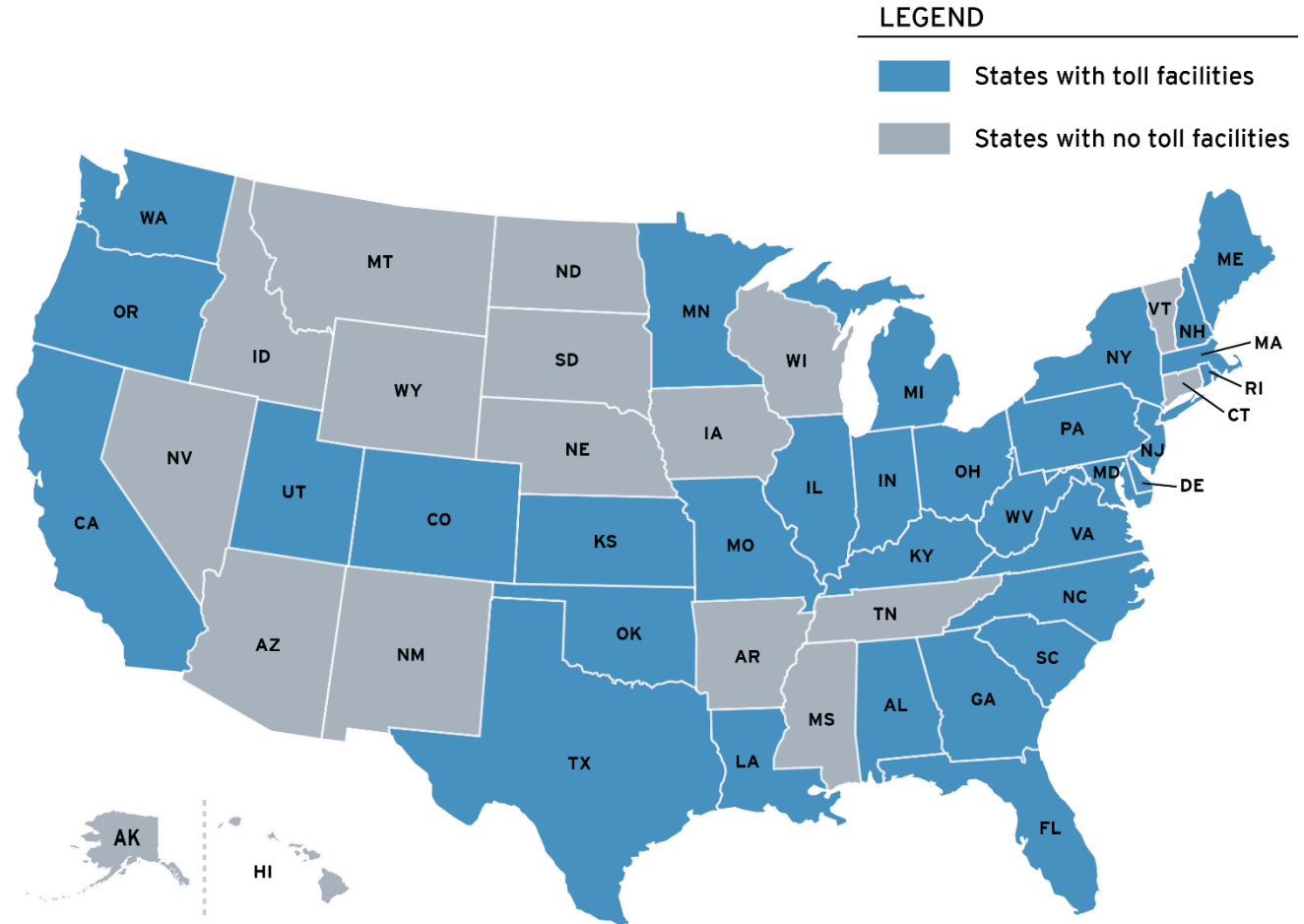


# State of the Practice – Interstate Tolling



# States are Evaluating New Tolling Programs

- RI – truck-only tolling on bridges (implementing)
- IN – complete interstate system
- WI – complete interstate system
- MN – interstates and limited access
- CT – interstates and limited access
- OR – Portland region (I-5 and I-205)



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

# Contact



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