

QUESTION NO.	ASSET	QUESTION	VDOT RESPONSE	RESPONSE PUBLICATION DATE
G-1	General	Please identify any of the 17 special structures that currently have dedicated funding/revenue sources, e.g. tolling, local funding participations, etc.	Toll revenue generated from the Coleman Bridge is used to pay debt service on outstanding bonds and to fund operating expenses of the facility. The facility has additional debt to the Toll Facility Revolving Account for construction costs. The tolls are to be removed when this is completely repaid. VDOT has currently committed that major maintenance in the future will be funded from maintenance funding available to the agency.	8-Oct-19
G-1a	General	What has been the annual funding amounts from these dedicated sources allocated for O&M and/or rehabilitation works?	For FY 2020, \$6 million of estimated toll revenue from Coleman Bridge has been dedicated to payment of debt service and operating expenses. The facility will use an estimated \$0.8 million from the Maintenance Replacement Fund for maintenance and operating needs. This represents prior year commitments to Maintenance Replacement.(Source: VDOT Annual Budget FY 2020)	8-Oct-19
G-1b	General	Is VDOT projecting to allocate the same amount (escalated) in future year budgets for consistent O&M/rehab works?	Yes, there are no significant changes to the funds available for operations and debt obligations. The tolls are to be removed when the debt is paid.	8-Oct-19
G-1c	General	Are these amounts subject to change and if so, in which term?	Yes, there are no significant changes to the funds available for operations and debt obligations. The tolls are to be removed when the debt is paid. VDOT has committed that toll revenue will not be used for major maintenance.	8-Oct-19
G-2	General	Has VDOT identified/precluded any dedicated revenue source options (e.g. tolling) for these structures within this program?	No, VDOT is open to revenue source options for all 17 assets. General obligation bonds issued to finance the construction and operation of the Coleman Bridge will be retired in 2021. The facility has remaining obligations to the Toll Facility Revolving Account. This is currently anticipated to be repaid in approximately FY 2032.	8-Oct-19
G-3	General	Are there OPEX cost available for these structures?	Please see the Vital Infrastructure 30-Year Plan (Appendix B of the 2018 VITAL Infrastructure Report). See also the May 2018 presentation to the Commonwealth Transportation Board. Both available at <a href="http://www.p3virginia.org/projects/statewide-special-structures-project/">http://www.p3virginia.org/projects/statewide-special-structures-project/</a> .	8-Oct-19
G-4	General	In case VDOT considers a 30yr term DBFOM contractual arrangement, could you please explain what would be the minimum expectation for hand back requirements?	Please refer to the Comprehensive Agreement for the Downtown Tunnel/Midtown Tunnel/Martin Luther Kung Extension Project for indicative handback requirements available at <a href="http://www.p3virginia.org/projects/elizabeth-river-tunnels/">http://www.p3virginia.org/projects/elizabeth-river-tunnels/</a>	8-Oct-19
G-5	General	For clarification, the RFI states that the Commonwealth would consider the recoup of costs through toll concessions or other financing mechanisms. Can you please confirm if the Commonwealth would consider an availability payment funding mechanism?	The Department is considering all innovative financing mechanisms. However, legal and policy considerations remain related to availability payments. The Commonwealth Transportation Board has the duty to... "ensure that the total funds allocated to any highway construction project are equal to total expenditures within 12 months following completion of the project." (Va. Code § 33.2-221(C)). Accordingly, availability payments in their purest sense (periodic payments meant to repay a concessionaire for its costs to construct and finance a facility) have been viewed as impermissible. However, a fee-for-service arrangement for tolling/roadway O&M is permitted.	24-Oct-19
G-6	Berkley Bridge (I-295); Big Walker Mountain Tunnel (I-77); East River Mountain Tunnel (I-77); Hampton Roads Bridge Tunnel (I-64); Monitor Merrimac Memorial Bridge Tunnel (I-664); Varina-Enon Bridge (I-295)	The RFI states that: " VDOT has considered several project delivery options including: a rehabilitate and operate approach where a private entity is allowed to operate and/or maintain the facility after rehabilitation or replacement is completed to recoup costs either through a toll concession or other financing mechanism" . Question: What limitations exist, if any, to consider a toll concession mechanism in those structures listed in the RFI that are on Interstate roads?	Generally, tolling on interstates is permitted for the reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility (See, 23 USCS § 129(E)) – which would include the interstate facilities such as Berkley Bridge, Big Walker Mountain Tunnel, East River Mountain Tunnel, Hampton Roads Bridge Tunnel, Monitor Merrimac Memorial Bridge Tunnel, and the Varina-Enon Bridge. Approval of the Commonwealth Transportation Board, and an agreement with the FHWA, would be required. In addition, there may be some facility-specific limitations that could apply. VDOT is not aware of any such facility-specific limitations at the moment and will continue to update teams if any are discovered as concepts are advanced.	12-Nov-19