AMENDED AND RESTATE
MEMORANDUM OF AGREEMENT REGARDING THE
ANNUAL TRANSIT INVESTMENT FROM THE 395 HOT LANES

This Amended and Restated Memorandum of Agreement ("MOA") is dated January 18, 2022 and is among: (i) the Commonwealth Transportation Board ("CTB"), (ii) the Virginia Department of Transportation ("VDOT"), (iii) the Northern Virginia Transportation Commission ("NVTC"), (iv) the Potomac and Rappahannock Transportation Commission ("PRTC"), and (v) the Virginia Department of Rail and Public Transportation ("DRPT") (i), (ii), (iii), (iv), and (v) collectively, the "Parties").

RECITALS

WHEREAS, on July 31, 2012, VDOT and 95 Express Lanes, LLC (the "Concessionaire") entered into a comprehensive agreement (the "Comprehensive Agreement") under which the Concessionaire developed and now operates approximately 29 miles of high-occupancy toll lanes ("HOT Lanes") in the median of Interstate 95 between the Route 610 interchange (Garrisonville Road) and Turkeycock Run (the "Original 95 HOT Lanes");

WHEREAS, the Original 95 HOT Lanes have been in operation since December 2014;

WHEREAS, on June 8, 2017, VDOT and the Concessionaire amended and restated the Comprehensive Agreement (the "ARCA") to add in the median of Interstate 395 approximately eight miles of HOT Lanes between Turkeycock Run and the Washington D.C. Line (the "395 HOT Lanes");

WHEREAS, after the Concessionaire has designed and built the 395 HOT Lanes, the Original 95 HOT Lanes and the 395 HOT Lanes will be operated and maintained by the Concessionaire under the ARCA as a continuous and unified 37-mile HOT Lane facility (the "I-95/I-395 Project");
WHEREAS, beginning upon service commencement of the 395 HOT Lanes, the ARCA requires the Concessionaire to pay to VDOT an annual transit investment (the “ATI”) from toll revenue attributable to the addition of the 395 HOT Lanes (the “395 Revenues”);

WHEREAS, the parties desire to use the ATI funds for improvements along the “Corridor” (herein defined as the stretch of Interstates 95 and 395 along which the Concessionaire operates and maintains HOT Lanes, including Route 1, Virginia Railway Express (“VRE”), and other adjacent and nearby routes);

WHEREAS, the first-scheduled ATI payment is $15,000,000 and each subsequent scheduled ATI payment escalates at 2.5%, as reflected in EXHIBIT A;

WHEREAS, the goals of the ATI-Funded Projects (defined below) are to: (1) maximize person throughput in the Corridor; and (2) implement multimodal improvements to: (i) improve mobility along the Corridor, (ii) support new, diverse travel choices, and, (iii) enhance transportation safety and travel reliability ((1) and (2) collectively the “Improvement Goals”), each of which will benefit the users of the I-95/I-395 Project;

WHEREAS, to fund projects designed to accomplish the Improvement Goals, VDOT desires to transfer periodically to DRPT, and DRPT desires to transfer periodically to NVTC and PRTC, the ATI funds received by VDOT under the ARCA;

WHEREAS, such projects (“ATI-Funded Projects”) would be funded in whole or in part from the ATI funds transferred from VDOT to DRPT, and the CTB desires to delegate to NVTC and PRTC the authority to select and administer the ATI-Funded Projects; and

WHEREAS, the Parties entered into a Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes, dated December 20, 2017, and now wish
to amend and restate that agreement for the purpose of amending provisions relating to payment of operating expenses as an ATI-Funded Project.

AGREEMENT

NOW THEREFORE, the Parties agree as follows:

I. Purpose of this MOA

This MOA provides for the transfer of the ATI funds received by VDOT under the ARCA to DRPT. It also provides for the transfer of the ATI funds received by DRPT under this MOA to NVTC and PRTC. NVTC and PRTC will select and administer ATI-Funded Projects, which must be approved by the CTB.

This MOA does not grant DRPT, NVTC, or PRTC any authority over: (i) Interstate 95 or Interstate 395, (ii) the tolling of Interstate 95 or Interstate 395, or (iii) any other roadways.

It also does not obligate VDOT or the CTB to transfer any funds to DRPT other than the ATI funds. It obligates VDOT to transfer the ATI funds to DRPT only to the extent VDOT actually receives such ATI funds from the Concessionaire (or its successor) under the ARCA.

II. Basic Agreement

A. VDOT and the CTB shall have the following rights and duties:

1. Annual Transfers by VDOT. VDOT shall transfer the ATI funds it receives, if any, to DRPT once per year, within 30 days of VDOT’s receipt of the ATI funds from the Concessionaire under the ARCA. A schedule of the expected ATI funds for each year of this MOA is attached hereto as EXHIBIT A. VDOT will not deduct any administrative fee or other charges from the ATI funds it receives.

2. Duration of Tolling: Nothing in this MOA shall obligate or be construed as obligating VDOT to continue or cease tolls after this MOA terminates, except as provided in Section IV.
3. CTB Annual Budget Process. In preparation for the CTB’s annual budget process, VDOT will ensure the Six-Year Financial Plan reflects ATI funds due to VDOT from the Concessionaire under the ARCA.

The CTB, working through VDOT and DRPT, agrees to do the following:

(a) Each year and in accordance with the schedule of the Department of Planning and Budget of the Commonwealth, the CTB, working through VDOT and DRPT, or the CTB's designee shall request the Governor to include in the budget to be delivered to the General Assembly during its next session a provision that the anticipated ATI funds be appropriated to fund the ATI-Funded Projects during the next succeeding fiscal year or biennial period, as applicable.

(b) The CTB, working through VDOT and DRPT, shall use its best efforts to have (i) the Governor include, in each biennial or any supplemental budget that is presented to the General Assembly, the amounts described in (a) above and (ii) the General Assembly deposit, appropriate, and re-appropriate, as applicable, such amounts.

(c) The CTB, working through VDOT and DRPT, shall take all actions necessary to have payments which are made pursuant to (b) above charged against the proper appropriation made by the General Assembly.

(d) The CTB, working through VDOT and DRPT, shall notify NVTC and PRTC promptly upon becoming aware of any failure by the General Assembly to appropriate for the next succeeding fiscal year or biennial period, as applicable, amounts described in (a).
B. DRPT shall have the following rights and duties:

1. **DRPT Annual Budget.** DRPT shall include in its annual budget presented to the CTB for approval in June of each year the ATI funds expected to be transferred to it from VDOT in the upcoming year, and the proposed allocation of all such ATI funds, including to pay any NVTC ATI-Related Debt Service and/or PRTC ATI-Related Debt Service (each as defined below) in the upcoming year.

2. **Proportion of ATI Funds Available; Annual Transfers by DRPT.** Each year DRPT shall transfer the ATI funds it receives from VDOT to NVTC and PRTC within 30 days of its receipt of the ATI funds from VDOT. DRPT will divide and transfer the ATI funds between NVTC and PRTC *pro rata*, based on each commission’s population as determined by the most recent population figures of the Weldon Cooper Center. The populations of all member jurisdictions of each commission will be included in determining the availability of ATI funds as between NVTC and PRTC under this MOA except the populations of the following jurisdictions will not be counted: (i) the County of Loudoun, (ii) the City of Falls Church, (iii) the City of Fairfax, (iv) the City of Manassas, and (v) the City of Manassas Park. For any year during the life of this MOA, during the project approval process established in II.D.1. and II.D.2., NVTC and PRTC may agree on an alternate mechanism of designating the proportion of ATI funds available to either NVTC or PRTC under this MOA and use this mechanism in the selecting the projects they recommend for CTB approval. DRPT will not deduct any administrative fee or other charges from the ATI funds it receives. Subject to the other requirements of this MOA, no
geographic restrictions apply to either NVTC’s or PRTC’s use of the ATI funds; each of NVTC and PRTC is free to spend its share of the ATI funds on ATI-Funded Projects that are beyond the geographic bounds (in whole or in part) of its respective member jurisdictions.

3. **DRPT Assistance; Presentation to CTB.** DRPT may provide technical assistance to NVTC and PRTC during the selection and implementation of ATI-Funded Projects. DRPT will provide the CTB with an analysis of whether the proposed ATI-Funded Projects meet the requirements of this MOA, and will provide a copy of the analysis to NVTC and PRTC for review and input at least fifteen working days prior to DRPT sending it to the CTB.

C. **Limits on the Use of ATI Funds:**

1. **Limits on Use of Toll Revenues.** Because the ATI funds are paid out of 395 Revenues, this MOA is governed by applicable state and federal laws restricting the use of toll revenues, including (without limitation) Va. Code § 33.2-309, 23 U.S.C. §§ 129 and 166, and the terms of any agreement between the Federal Highway Administration (“FHWA”) and VDOT required to toll the I-95/I-395 Project. The Parties agree that the ATI funds may be used for programs and projects reasonably related to or benefiting the toll paying users of the entire I-95/I-395 Project since the 395 Revenues, as defined under the ARCA, are inclusive of the incremental increase in toll revenue generated on the Original 95 HOT Lanes, which incremental increase is attributable to the addition of the 395 HOT Lanes.

2. **Priority of Use of ATI Funds.** ATI funds transferred to NVTC must first be used to pay any NVTC ATI-Related Debt Service and thereafter may be used
to fund ATI-Funded Projects. ATI funds transferred to PRTC must first be used
to pay any PRTC ATI-Related Debt Service and thereafter may be used to fund
ATI-Funded Projects.

"NVTC ATI-Related Debt" means (i) any bonds, promissory notes,
loan, financing or credit agreements under which NVTC is obligated to repay
money borrowed and secured primarily by ATI Funds to finance an ATI-Funded
Project, and (ii) all installment sales, conditional sales, and capital lease
obligations incurred or assumed by NVTC and secured primarily by ATI Funds
to finance an ATI-Funded Project. The term "incurred" as used in the MOA
with respect to NVTC ATI-Related Debt shall also mean issued or assumed.

"NVTC ATI-Related Debt Service" means for a fiscal year or other
measurement period the aggregate of the payments to be made in respect of the
principal of and interest on NVTC ATI-Related Debt and the associated
financing or trustee's fees or charges and required deposits to any reserve funds.

"PRTC ATI-Related Debt" means (i) any bonds, promissory notes,
loan, financing or credit agreements under which PRTC is obligated to repay
money borrowed and secured primarily by ATI Funds to finance an ATI-Funded
Project, and (ii) all installment sales, conditional sales, and capital lease
obligations incurred or assumed by PRTC and secured primarily by ATI Funds
to finance an ATI-Funded Project. The term "incurred" as used in the MOA
with respect to PRTC ATI-Related Debt shall also mean issued or assumed.

"PRTC ATI-Related Debt Service" means for a fiscal year or other
measurement period the aggregate of the payments to be made in respect of the
principal of and interest on PRTC ATI-Related Debt and the associated
financing or trustee’s fees or charges and required deposits to any reserve funds.

3. NVTC ATI-Related Debt Limits. No NVTC ATI-Related Debt may be
incurred unless the annual amount of NVTC ATI-Related Debt Service
payments will be less than 60% of the ATI funds expected to be transferred from
DRPT to NVTC in each year such debt service payments will be paid. In
addition, no NVTC ATI-Related Debt may be incurred unless the ATI funds
expected to be transferred from DRPT to NVTC in the fiscal year prior to the
fiscal year the NVTC ATI-Related Debt would be incurred is at least two times
the maximum annual scheduled NVTC ATI-Related Debt Service (in the then-
current or any future fiscal year) on: (i) all outstanding NVTC ATI-Related
Debt, plus (ii) the proposed new NVTC ATI-Related Debt.

4. PRTC ATI-Related Debt Limits. No PRTC ATI-Related Debt may be
incurred unless the annual amount of PRTC ATI-Related Debt Service payments
will be less than 60% of the ATI funds expected to be transferred from DRPT to
PRTC in each year such debt service payments will be paid. In addition, no
PRTC ATI-Related Debt may be incurred unless the ATI funds expected to be
transferred from DRPT to PRTC in the fiscal year prior to the fiscal year the
PRTC ATI-Related Debt would be incurred is at least two times the maximum
annual scheduled Debt Service (in the then-current or any future fiscal year) on:
(i) all outstanding PRTC ATI-Related Debt, plus (ii) the proposed new PRTC
ATI-Related Debt.

5. Use of ATI Funds Limited to ATI-Funded Projects. The Commonwealth,
NVTC, and PRTC shall have no right to use the ATI funds to pay any debt,
obligation, or liability unrelated to a CTB-approved ATI-Funded Project, or for
any purposes other than those specified in this MOA. Interest earned on ATI
funds held by NVTC and PRTC shall be considered ATI funds and may only be
used for the purposes specified in this MOA.

6. Limit on Operating Costs. Neither NVTC nor PRTC may expend more
than 50% of the ATI funds (as a percentage of the overall ATI funds transferred
to either NVTC or PRTC, as applicable, during the preceding nine-fiscal-year
period) for operating costs. In addition, with respect to operating costs, NVTC
and PRTC may only use the ATI funds:

(a) to pay operating costs for individual ATI-Funded Projects that are
transit operations and are regional in nature because: (i) the service crosses
jurisdictional boundaries and/or (ii) the service provides a direct connection to
Metrorail or VRE commuter rail stations; and

(b) to pay operating costs for all other individual ATI-Funded Projects
only in the following maximum amounts: (i) up to 100% of operating costs for
the first five years, (ii) up to 75% of operating costs for year six, (iii) up to 50%
of operating costs for year seven, (iv) up to 25% of operating costs for year eight,
and (v) 0% of operating costs after year eight.

D. NVTC and PRTC shall have the following rights and duties:

1. Project Criteria and CTB Approval of ATI-Funded Projects. Each year,
NVTC and PRTC shall submit to DRPT a list of proposed ATI-Funded Projects
for presentation by DRPT, NVTC and PRTC at a regularly-scheduled CTB
workshop. Such proposed ATI-Funded Projects shall be selected by NVTC and
PRTC in accordance with a process established by written agreement between
NVTC and PRTC consistent with the terms of this MOA. In addition, NVTC and PRTC must provide to DRPT for DRPT’s review and input any draft written materials, presentations, or recommendations that NVTC and PRTC intend to provide to the CTB for any workshop relating to proposed ATI-Funded projects at least fifteen working days before NVTC and PRTC finalize any such written materials, presentations, or recommendations. Each proposed ATI-Funded Project presented to the CTB for approval shall be identified separately with supporting documentation, including a description of the benefits that were the basis for evaluation and selection of each such proposed ATI-Funded Project.

If the proposed ATI-Funded Projects are selected in accordance with NVTC and PRTC’s selection process described in II.D.2, and the proposed ATI-Funded Projects meet the Project Criteria (defined below), then the CTB will consider and approve the proposed ATI-Funded Projects by an affirmative vote and, subject to appropriation by the General Assembly, allocate ATI funds for such ATI-Funded Projects. To be approved by the CTB, each proposed ATI-Funded Project must meet each of the following four criteria (the “Project Criteria”):

(a) Must reasonably relate to or benefit the toll-paying users of the I-95/I-395 Project;

(b) Must have the capacity to attain one or more of the Improvement Goals;

(c) Must be one of the following types of multimodal transportation improvements serving the Corridor (which term, for the avoidance of doubt, includes adjacent and nearby routes):
i. New or enhanced local and commuter bus service, including capital and operating expenses (e.g., fuel, tires, maintenance, labor, and insurance), and transit priority improvements,

ii. Expansion or enhancement of transportation demand management strategies, including without limitation, vanpool, and formal and informal carpooling programs and assistance,

iii. Capital improvements for expansion or enhancement of Washington Metropolitan Area Transit Authority rail and bus service, including capital and operating expenses, and improved access to Metrorail stations and Metrobus stops,

iv. New or enhanced park and ride lot(s) and access or improved access thereto,

v. New or enhanced VRE improvements or services, including capital and operating expenses,

vi. Roadway improvements in the Corridor (which term, for the avoidance of doubt, includes adjacent and nearby routes),


viii. Projects identified in Commonwealth studies and plans or projects in the region’s constrained long range plan (including without limitation the I-95/395 Transit and TDM Study) or regional transportation plans approved by the Northern Virginia
Transportation Authority, as any such plan may be updated from
time to time; and,

(d) Must demonstrate that the ATI-Funded Projects will be in
compliance with all applicable laws, rules, and regulations and have
received or will receive all required regulatory approvals.

Under no circumstances shall the Project Criteria be modified except by
written amendment to this MOA.

2. Proposed ATI-Funded Project Selection Process. Any ATI-Funded Project
to be proposed for CTB approval shall be selected by NVTC and PRTC through
a process established by written agreement between NVTC and PRTC. Such
process shall include at least the following three elements:

(a) A request to the following entities to submit a list of their preferred
proposed ATI-Funded Projects to NVTC and PRTC:

(i) all jurisdictions that are members of either NVTC or PRTC,

and

(ii) other public transportation providers providing services in
those jurisdictions;

(b) The evaluation, prioritization, and selection of proposed ATI-Funded
Projects by NVTC and PRTC, the development of a funding strategy for
each proposed ATI-Funded Project, and the submission of proposed
ATI-Funded Projects (including a funding strategy for each) by NVTC
and PRTC to the CTB, through DRPT; and,
(c) A public hearing held by NVTC and PRTC prior to NVTC and PRTC's selection of proposed ATI-Funded Projects for submission to the CTB.

3. Financing of ATI-Funded Projects; No Recourse against Commonwealth. NVTC and PRTC may use ATI funds appropriated by the General Assembly and allocated by the CTB to NVTC and PRTC to support the financing of approved ATI-Funded Projects.

NVTC and PRTC, respectively, are solely responsible for obtaining and repaying all NVTC ATI-Related Debt and PRTC ATI-Related Debt at their own respective cost and risk, and without recourse to the Commonwealth of Virginia, the CTB, VDOT, and/or DRPT, for any ATI-Funded Project.

The Commonwealth of Virginia, the CTB, VDOT, and DRPT shall have no liability for any (i) NVTC ATI-Related Debt or NVTC ATI-Related Debt Service, (ii) PRTC ATI-Related Debt or PRTC ATI-Related Debt Service, or (iii) any other sum secured by or accruing under any financing document entered into by NVTC or PRTC as a result of this MOA. No document evidencing or associated with any NVTC ATI-Related Debt or PRTC ATI-Related Debt shall contain any provisions whereby a trustee would be entitled to seek any damages or other amounts from the Commonwealth of Virginia, CTB, VDOT, or DRPT due to any breach of this MOA.

Each bond, promissory note, or other document evidencing NVTC ATI-Related Debt or PRTC ATI-Related Debt must include a conspicuous recital on its face stating: (a) payment of the principal and interest does not constitute a claim against VDOT's interest in I-95, I-395, or any part thereof; (b) payment is
not an obligation of the Commonwealth of Virginia, VDOT, DRPT, the CTB, or any other agency, instrumentality, or political subdivision of the Commonwealth of Virginia (including NVTC’s or PRTC’s member jurisdictions, as applicable), moral or otherwise; and (c) neither the full faith and credit nor the taxing power of the Commonwealth of Virginia, VDOT, DRPT, the CTB, or any other agency, instrumentality, or political subdivision of the Commonwealth of Virginia, (including NVTC’s or PRTC’s member jurisdictions, as applicable) is pledged to the payment of the principal and interest on such NVTC ATI-Related Debt or PRTC ATI-Related Debt.

NVTC and PRTC shall not enter into agreements with holders of any NVTC ATI-Related Debt or PRTC ATI-Related Debt incurred by NVTC, PRTC, or their member jurisdictions that contain a pledge or claim on the ATI funds or NVTC or PRTC’s interest in the ATI funds under this MOA except such debt issued for ATI-Funded Projects. If, despite such efforts, ATI funds are applied to satisfy any debt of NVTC or PRTC that is not properly payable out of ATI funds in accordance with this MOA and state and federal law, NVTC or PRTC as applicable shall reimburse DRPT (which in turn shall reimburse VDOT an equal amount) in full any such ATI funds or accounts from any other available revenues other than the ATI funds.

4. Monitoring. NVTC and PRTC shall provide jointly an annual report to the CTB within 120 days of the end of NVTC’s and PRTC’s fiscal year. The report shall contain at a minimum the following four items:
(a) A description of the ATI-Funded Projects selected for funding in the past fiscal year and the benefits that were the basis for evaluation and selection of each such ATI-Funded Projects;

(b) Starting five years after the effective date of this MOA, a review of the ATI-Funded Projects funded in past fiscal years describing the degree to which the expected benefits were realized or are being realized;

(c) In the event that an ATI-Funded Project is not providing substantially similar benefits to those that were the basis for evaluation and selection of the ATI-Funded Project, the report shall evaluate the viability of a plan to either (i) modify such ATI-Funded Project, or (ii) redeploy assets in such ATI-Funded Project to other eligible ATI-Funded Projects that are expected to provide greater benefits; and,

(d) The proposed uses of: (i) residual, unobligated balances of ATI funds carried over from prior years, and (ii) interest earned on such ATI funds.

5. Accounting. NVTC and PRTC shall each receive and manage, as a fiduciary, the ATI funds appropriated by the General Assembly, allocated by the CTB, and transferred to them by DRPT. NVTC and PRTC shall each create and maintain all funds and accounts containing the ATI funds separate and apart from all other funds and accounts of NVTC and PRTC. Said funds shall constitute a “special revenue fund” as defined by the Governmental Accounting Standards Board. The revenues and expenses relating to the use of the ATI funds and the ATI-Funded Projects undertaken shall not be commingled with any other funds, accounts, venues, or expenses of NVTC or PRTC. NVTC and PRTC shall each report for the ATI-Funded Projects financed by ATI funds provided by this
MOA and reported as an applicable special revenue fund within their financial statements. Expenditures will be recorded and reported for each ATI-Funded Project.

All ATI funds transferred to NVTC and PRTC pursuant to the terms of this MOA shall be held by NVTC and PRTC in accounts with a financial institution under an arrangement that, to the extent reasonably practicable, preclude such funds from being an asset subject to the claims of creditors of NVTC and PRTC, other than (i) a holder of NVTC ATI-Related Debt or PRTC ATI-Related Debt, or (ii) other claims related to the ATI-Funded Projects undertaken in accordance with this MOA.

6. Quality Management. NVTC and PRTC shall be responsible for all quality assurance and quality control activities necessary to properly manage the funding of the development, design, construction, purchases, acquisition, operation, and maintenance of any ATI-Funded Project they have undertaken pursuant to this MOA, and will develop and provide to VDOT and DRPT for information purposes NVTC’s and PRTC’s manuals, policies, and procedures.

7. Public Information. During the term of this MOA, NVTC and PRTC shall provide information to the public concerning the ATI-Funded Projects they have undertaken, including any public meetings and public hearing that may be required by law or regulation.

8. Regulatory Approvals. NVTC and PRTC shall obtain, keep in effect, maintain, and comply with all regulatory approvals necessary to fund the development, design, construction, purchases, acquisition, operation, and maintenance of any ATI-Funded Projects.
9. Contracting Practices. During the term of this MOA, NVTC and PRTC covenant and agree that, with respect to the ATI-Funded Projects they have undertaken, they will comply with all requirements of state and federal laws relating to anti-discrimination, including (without limitation) Titles VI and VII of the Civil Rights Act of 1964, as amended, and the Americans with Disabilities Act, and shall contractually require the same of all contractors, subcontractors, vendors, and recipients of any ATI funds. NVTC and PRTC recognize the importance of the participation of minority, women-owned and small businesses through the federal and local Disadvantaged Business Enterprise programs and will abide by such programs in implementing ATI-Funded Projects.

NVTC and PRTC shall comply with all applicable federal requirements, including those applicable to highways that are part of the National Highway System.

10. Losses. "Losses" are losses actually suffered or incurred arising from: (a) any failure by NVTC or PRTC to comply with, to observe or to perform in any material respect any of the covenants, obligations, agreements, terms or conditions in this MOA, or any breach by NVTC or PRTC of its representations or warranties in this MOA; (b) any actual or willful misconduct or negligence of NVTC or PRTC, their employees or agents in direct connection with the I-95/I-395 Project or any related ATI-Funded Projects; (c) any actual or alleged patent or copyright infringement or other actual or alleged improper appropriation or use of trade secrets, patents, proprietary information, know-how, trademarked, or service-marked materials, equipment devices or processes, copyright rights or inventions by NVTC or PRTC in direct connection with the
I-95/I-395 Project or any related ATI-Funded Projects; (d) any inverse condemnation, trespass, nuisance, or similar taking of or harm to real property committed or caused by NVTC or PRTC, their employees, or agents in direct connection with the I-95/I-395 Project; or (e) any assumed liabilities.

NVTC and PRTC shall each include the Commonwealth of Virginia, the CTB, VDOT, DRPT, and their officers, employees, and agents, (collectively "State Indemnitees") as additional insureds on NVTC and PRTC’s insurance policies so the State Indemnitees are protected from and against any Losses.

In addition, NVTC and PRTC shall contractually require their contractors, subcontractors, vendors, and others providing goods or performing services related to any ATI-Funded Project to indemnify the State Indemnitees against any Losses.

All insurance purchased by NVTC and PRTC or their contractors pursuant to this section shall name each of the State Indemnitees as additional insureds. This provision shall survive the expiration or earlier termination of this MOA.

In the event any third-party claim to which this section II.D.10 applies is asserted in writing against a State Indemnitee, VDOT and/or DRPT will as promptly as practicable notify NVTC and PRTC in writing of such claim, which shall include a copy and any related correspondence or documentation from the third party asserting the claim. However, any failure to give such prompt notice shall not constitute a waiver of any rights of any State Indemnitee unless such failure limits or precludes the availability of those rights.
11. Records. NVTC and PRTC agree to provide DRPT and VDOT access to all records relating to ATI-Funded Projects. Further, NVTC and PRTC will provide all such records for inspection and audit by VDOT, DRPT, and federal agencies including (without limitation) the United States Department of Transportation, the FHWA, and the Federal Transit Administration, or their designees, upon reasonable notice at all times during the term of this MOA. NVTC and PRTC agree promptly to furnish to VDOT and DRPT copies of all reports and notices they deliver to bondholders or other credit providers or any trustee relating to the use of the ATI funds.

III. Term. Unless this MOA is otherwise terminated in accordance with Section VII below, the term of this MOA shall commence on the date last signed by the Parties (“the Effective Date”) and shall expire concurrent with the expiration or termination of the ARCA (as may be amended and restated from time to time).

IV. Temporal Limit on Debt and Pay-As-You_Go Financing. NVTC and PRTC shall not incur any NVTC ATI-Related Debt or PRTC ATI-Related Debt that is dependent on ATI funds and which matures or extends beyond the term of this MOA. If this MOA is terminated in accordance with Section VII, or expires due to the termination of the ARCA, and there is outstanding NVTC ATI-Related Debt or PRTC ATI-Related Debt for which ATI funds have been pledged to pay NVTC ATI-Related Debt Service or PRTC ATI-Related Debt Service, or there are pay-as-you-go ATI-Funded Projects that are not complete (and provided the use of ATI funds to pay NVTC ATI-Related Debt Service or PRTC ATI-Related Debt Service or the costs of the pay-as-you-go ATI-Funded Projects is not a misuse of ATI funds under this MOA and the cause or basis of the termination), then tolls shall continue to be imposed on the I-95/I-395 Project (in the case of expiration of this MOA due to the termination of the ARCA, the
continuation of such tolls being subject to CTB approval) and the CTB will allocate 395
Revenues in an amount sufficient, if available, to pay NVTC ATI-Related Debt Service or
PRTC ATI-Related Debt Service, as applicable, or to complete the pay-as-you-go ATI-Funded
Projects. However, for pay-as-you-go ATI-Funded Projects the CTB will not approve funding
for more a two-year period after termination of the MOA. For pay-as-you-go ATI-Funded
Projects that are capital improvement projects with completion dates more than two years past
the termination of the MOA, NVTC and/or PRTC, as applicable, shall use best efforts to obtain
additional funding necessary to complete the project. If NVTC and/or PRTC knows it will not
be able to obtain additional funding to complete such a project, it shall terminate the project as
soon as practicable after gaining such knowledge. No new projects may be funded with the ATI
funds after any delivery of a written notice of termination under Section VII.

V. Entire Agreement. This MOA constitutes the entire and exclusive agreement among the
Parties relating to the specific matters covered. All prior written, and prior or contemporaneous
verbal agreements, understandings, and representations are superseded, revoked, and rendered
ineffective for any purpose.

VI. Amendment. This MOA may be modified only in writing signed by all Parties or their
permitted successor(s) or assignee(s).

VII. Termination. This MOA may be terminated (a) by a non-breaching Party for material
non-compliance with this MOA that has not either been remedied, or a remedy commenced and
diligently pursued thereafter, within 120 days after written notice to the breaching Party from a
non-breaching Party, or (b) by written agreement of the Parties. However, prior to any
termination, the Parties shall meet and confer to make a good faith attempt to resolve any non-
compliance issues as follows. Within 30 days of the notice, the Commissioner of Highways,
the Director of DRPT, the NVTC Executive Director, and the PRTC Executive Director shall meet to discuss resolution of the non-compliance issues. If a resolution cannot be reached within 30 days, the Secretary of Transportation and the Chairman of NVTC and the Chairman of PRTC shall meet within 30 days to discuss resolution of the non-compliance issues. If a resolution cannot be agreed within 30 days, the termination shall be effective as set forth in the written notice and in accordance with this MOA.

VIII. Notices. Notices shall be in writing and addressed as follows:

If to NVTC:

Executive Director
Northern Virginia Transportation Commission
2300 Wilson Boulevard, Suite 230
Arlington, VA 22201
Fax: (703) 524-1756

If to PRTC:

Executive Director
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
Fax: (703) 583-1377

If to VDOT:

Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219
Attn: Commissioner of Highways
Fax: (804) 786-2940

With a copy to:
Office of the Attorney General
Chief, Transportation Section
202 North Ninth Street
Richmond, Virginia 23219
Fax: (804) 692-1647

If to DRPT:
Any Party may, by notice as specified above, in writing designate an additional or a
different entity or mailing address to which all such notices should be sent.

IX. Relationship of the Parties. The relationship of each Party to each other Party shall be
one of an independent contractor, not an agent, partner, lessee, joint venturer, or employee.

X. No Third Party Beneficiaries. Nothing contained in this MOA is intended or shall be
construed as creating or conferring any rights benefits or remedies upon or creating any
obligations of the Parties toward any person or entity not a party to this MOA.

XI. Governing Law. This MOA shall be governed and construed in accordance with the laws
of the Commonwealth of Virginia, without regard for conflict of laws principles.

XII. Assignment. This MOA may be assigned only with the written approval of the other
Parties. In the event of an agreed assignment, there will be an amendment to this MOA to
reflect the change in Parties.

XIII. Survival. If any provisions in this MOA are rendered obsolete or ineffective, the Parties
agree to negotiate in good faith appropriate amendments to, or replacement of such provisions,
to restore and carry out the original purposes to the extent practicable. If any provision is
rendered void or invalid, all remaining provisions shall survive.

XIV. Notice of Legal Proceedings. The Parties agree promptly to notify each other if they
become aware of any claim or legal proceeding that could impact the program, projects, and
activities undertaken pursuant to this MOA.

XV. Construction of Agreement. This MOA is intended by the Parties to be construed as a
whole, and indivisible, and its meaning is to be ascertained from the entire instrument. All parts
of the MOA are to be given effect with equal dignity, including but not limited to the recitals at the beginning of this MOA, and all such parts, including the recitals, are to be given full force and effect in construing this MOA. No provision of any recital shall be construed as being controlled by, or having less force and effect, than any other part of this MOA because the provision is set forth in a recital.

XVI. No Personal Liability. This MOA shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the Parties.

XVII. No Waiver of Sovereign Immunity. Nothing in this MOA shall be deemed a waiver of sovereign immunity by any Party.

XVIII. Appropriations. All obligations of the CTB to allocate ATI funds are subject to appropriation by the Virginia General Assembly.

[SIGNATURE PAGES TO FOLLOW]
COMMONWEALTH TRANSPORTATION BOARD

[Signature]

The Honorable Shannon Valentine
Secretary of Transportation

Date: 1-12-22

[MEMORANDUM OF AGREEMENT REGARDING THE ANNUAL TRANSIT INVESTMENT FROM THE 395 HOT LANES SIGNATURE PAGE]
VIRGINIA DEPARTMENT OF TRANSPORTATION

[Signature]

Stephen C. Brich, P.E.
Commissioner of Highways

Date: 1/12/2022

[MEMORANDUM OF AGREEMENT REGARDING THE ANNUAL TRANSIT INVESTMENT FROM THE 395 HOT LANES SIGNATURE PAGE)
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Katherine A. Mattice
Executive Director

Date: January 12, 2022

[AMENDED AND RESTATED MEMORANDUM OF AGREEMENT REGARDING THE ANNUAL TRANSIT INVESTMENT FROM THE PROJECT PLAN SIGNATURE PAGE]
POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

[Signature]

Robert Schneider
Executive Director

Date: __18 January 2022_____________________

[MEMORANDUM OF AGREEMENT REGARDING THE ANNUAL TRANSIT INVESTMENT FROM THE 395 HOT LANES SIGNATURE PAGE]
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Jennifer Mitchell
Director

Date: Jan. 12, 2022

[MEMORANDUM OF AGREEMENT REGARDING THE ANNUAL TRANSIT INVESTMENT FROM THE 395 HOT LANES SIGNATURE PAGE]
### EXHIBIT A

**PART A - ANNUAL TRANSIT INVESTMENT FORM**

<table>
<thead>
<tr>
<th>Payment Due Date</th>
<th>Annual Transit Investment ($ Nominal)</th>
<th>Payment Due Date</th>
<th>Annual Transit Investment ($ Nominal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>395 Service Commencement Date</td>
<td>$15,000,000</td>
<td>+ 35 year</td>
<td>$55,598,078</td>
</tr>
<tr>
<td>+ 1 year</td>
<td>15,375,000</td>
<td>+ 36 year</td>
<td>36,488,030</td>
</tr>
<tr>
<td>+ 2 year</td>
<td>15,759,375</td>
<td>+ 37 year</td>
<td>37,400,230</td>
</tr>
<tr>
<td>+ 3 year</td>
<td>16,153,359</td>
<td>+ 38 year</td>
<td>38,335,236</td>
</tr>
<tr>
<td>+ 4 year</td>
<td>16,557,193</td>
<td>+ 39 year</td>
<td>39,293,617</td>
</tr>
<tr>
<td>+ 5 year</td>
<td>16,971,123</td>
<td>+ 40 year</td>
<td>40,275,958</td>
</tr>
<tr>
<td>+ 6 year</td>
<td>17,395,401</td>
<td>+ 41 year</td>
<td>41,282,857</td>
</tr>
<tr>
<td>+ 7 year</td>
<td>17,830,286</td>
<td>+ 42 year</td>
<td>42,314,928</td>
</tr>
<tr>
<td>+ 8 year</td>
<td>18,276,043</td>
<td>+ 43 year</td>
<td>43,372,801</td>
</tr>
<tr>
<td>+ 9 year</td>
<td>18,732,945</td>
<td>+ 44 year</td>
<td>44,457,121</td>
</tr>
<tr>
<td>+ 10 year</td>
<td>19,201,268</td>
<td>+ 45 year</td>
<td>45,568,549</td>
</tr>
<tr>
<td>+ 11 year</td>
<td>19,681,300</td>
<td>+ 46 year</td>
<td>46,707,763</td>
</tr>
<tr>
<td>+ 12 year</td>
<td>20,173,332</td>
<td>+ 47 year</td>
<td>47,875,457</td>
</tr>
<tr>
<td>+ 13 year</td>
<td>20,677,666</td>
<td>+ 48 year</td>
<td>49,072,343</td>
</tr>
<tr>
<td>+ 14 year</td>
<td>21,194,607</td>
<td>+ 49 year</td>
<td>50,299,152</td>
</tr>
<tr>
<td>+ 15 year</td>
<td>21,724,472</td>
<td>+ 50 year</td>
<td>51,556,631</td>
</tr>
<tr>
<td>+ 16 year</td>
<td>22,267,584</td>
<td>+ 51 year</td>
<td>52,845,547</td>
</tr>
<tr>
<td>+ 17 year</td>
<td>22,824,274</td>
<td>+ 52 year</td>
<td>54,166,685</td>
</tr>
<tr>
<td>+ 18 year</td>
<td>23,394,881</td>
<td>+ 53 year</td>
<td>55,520,852</td>
</tr>
<tr>
<td>+ 19 year</td>
<td>23,979,753</td>
<td>+ 54 year</td>
<td>56,908,874</td>
</tr>
<tr>
<td>+ 20 year</td>
<td>24,579,247</td>
<td>+ 55 year</td>
<td>58,331,596</td>
</tr>
<tr>
<td>+ 21 year</td>
<td>25,193,728</td>
<td>+ 56 year</td>
<td>59,789,885</td>
</tr>
<tr>
<td>+ 22 year</td>
<td>25,823,571</td>
<td>+ 57 year</td>
<td>61,284,633</td>
</tr>
<tr>
<td>+ 23 year</td>
<td>26,469,160</td>
<td>+ 58 year</td>
<td>62,816,748</td>
</tr>
<tr>
<td>+ 24 year</td>
<td>27,130,889</td>
<td>+ 59 year</td>
<td>64,387,167</td>
</tr>
<tr>
<td>+ 25 year</td>
<td>27,809,161</td>
<td>+ 60 year</td>
<td>65,996,846</td>
</tr>
<tr>
<td>+ 26 year</td>
<td>28,504,391</td>
<td>+ 61 year</td>
<td>67,646,767</td>
</tr>
<tr>
<td>+ 27 year</td>
<td>29,217,000</td>
<td>+ 62 year</td>
<td>69,337,937</td>
</tr>
<tr>
<td>+ 28 year</td>
<td>29,947,425</td>
<td>+ 63 year</td>
<td>71,071,385</td>
</tr>
<tr>
<td>+ 29 year</td>
<td>30,696,111</td>
<td>+ 64 year</td>
<td>72,848,170</td>
</tr>
<tr>
<td>+ 30 year</td>
<td>31,463,514</td>
<td>+ 65 year</td>
<td>74,669,374</td>
</tr>
<tr>
<td>+ 31 year</td>
<td>32,250,102</td>
<td>+ 66 year</td>
<td>76,536,108</td>
</tr>
<tr>
<td>+ 32 year</td>
<td>33,056,354</td>
<td>+ 67 year</td>
<td>78,449,511</td>
</tr>
<tr>
<td>+ 33 year</td>
<td>33,882,763</td>
<td>+ 68 year</td>
<td>80,410,749</td>
</tr>
<tr>
<td>+ 34 year</td>
<td>34,729,832</td>
<td>Term of ARCA</td>
<td>$2,696,840,696</td>
</tr>
</tbody>
</table>