Regional Express Lane Network

**LEGEND**

- **Approved**
  - Segment 1

- **Proposed**
  - Segment 2
  - Segment 3

- **Potential**
  - Segment 4
History of HOV Network

- Aug 1992: CTB resolution designated HOV lanes in Hampton Roads as HOV-2: Monday - Friday 5:00am – 8:30 am; 3:00pm – 6:00pm and restricted trucks from operating on certain HOV lanes

- Sept 1992: Reversible HOV lanes opened

- Jan 1998: CTB resolution restricted trucks (except for pickup or 2 axle panel type trucks) from operating on any HOV lane in Hampton Roads

- Feb 1999: CTB resolution effective May 1, 1999 modifying operational hours of all HOV lanes on I-564, I-264, I-64 and Route 44 to be Monday - Friday 6:00am – 8:00am; 4:00pm – 6:00pm
History of HOV Network

- Jun 2008: U.S. Secretary of Transportation encouraged the conversion of HOV to HOT in response to Virginia Congressional request to return HOV lanes to general purpose lanes.

- Oct 2016: CTB resolution authorized dynamic tolling of vehicles utilizing the HOV reversible lanes on I-64 from I-564 to I-264, 5:00 am to 9:00 am WB and 2:00 pm to 6:00 pm EB on weekdays for vehicles carrying less than two occupants (collectively, HOT Lanes-2 designation).
Benefits of an Express Lane Network

- Express Lanes provides choices for travelers
  - Carpool, use of transit or pay toll for a fast reliable trip
  - Free option remains to use general purpose lanes

- Reduces congestion in the general purpose lanes

- Express lanes move more people and maximize efficiency of highways

- Provides incentives for carpooling and transit
Segment 1
(I-64 from I-264 to I-564 - Reversible Lanes)
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(I-64 from I-264 to I-564 - Reversible Lanes)
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(I-64 from I-264 to I-564 - Reversible Lanes)

- Jul 2016: Finalized I-64 HOV to HOT conversion feasibility study
- Oct 2016: CTB resolution authorized HOV to HOT-2 conversion, dynamic pricing, and extending operational hours
- Jun 2017: Toll Gantries Installed
- Sep 2017: Toll System Installation
- Sep-Nov 2017: Toll System Testing
- Dec 2017: Operational
Public Outreach

• 64 Express Lanes web site: www.64ExpressLanes.org launched

• Ongoing: TWITTER messages to thousands of followers

• Jul 2017: Launched social media videos featuring Consumer Advocate Deputy Secretary Grindly Johnson

• Jul 2017: 64 Express Lanes “More Travel Choices Ahead” brochure distributed to email data bases of 1,500 individual names and business with a combined total reach of more than 120,000 people and employees

• Developing roll out of more detailed outreach program

• Focus on EZ Pass awareness and utilization
Segment 2
(I-64 from I-664/I-264 to I-264)

- From I-664/I-264 to I-464 (new lanes)

- From I-464 to I-264 (existing conversion of HOV)
Segment 2
(I-64 from I-664/I-264 to I-264)

- To/From I-64
- Mainline/Segment 1
- Begin/End I-64 Express Lane
- Ingress/Egress Access EB and WB I-64 Mainline
- Ingress Point
- Egress Point
Segment 2
(I-64 from I-664/I-264 to I-264)

- October 2014: Environmental Assessment was approved by the Federal Highway Administration

- Mar 2015: As part of CTB resolution, CTB shall be briefed on and have the opportunity to determine the future management option(s) once additional studies and financial analyses have been concluded

- Sep 2016: CTB resolution authorized Commissioner of Highways to enter into a project agreement between VDOT and HRTAC for I-64 Southside Widening and High Rise Bridge Project – Phase I

- Jun 2017: Finalized I-64 HOV to HOT conversion feasibility study
Segment 3
(I-64 from I-564 to I-664 including HRBT)
Segment 3
(I-64 from I-564 to I-664 including HRBT)

- Peninsula and Southside on land will carry 2 general purpose lanes + 1 Express Lane in each direction
- At a minimum, HRBT tunnel expansion will carry 2 general purpose lanes + 1 Express Lane
- Additional alternatives may be identified during procurement
- 2019: Award of HRBT construction contract
- 2024: HRBT Express lanes open to traffic
Segment 4
(I-64 from I-664 to Jefferson Avenue)
Segment 4
(I-64 from I-664 to Jefferson Avenue)

• 2018: Planning and Design
  • This segment will be evaluated for HOV-HOT conversion along the full segment length

• 2024: If evaluation is determined to be feasible, the HOV-HOT conversion would be implemented to coincide with completion of the HRBT expansion
VDOT recommends the CTB take the following actions:

- Designate the new capacity/lanes associated with the I-64 Southside Widening and High Rise Bridge Project (I-664 to I-464) as HOT-2 and authorize the use of dynamic tolling to adjust tolls based on real-time traffic conditions

- Convert I-64 HOV-2 (I-464 to I-264) to HOT-2 and authorize the use of dynamic tolling

- Designate the operational hours of the new I-64 HOT lanes (I-664 to I-264) to be 24 hours - 7 days a week

- Authorize VDOT the use of the Toll Facility Revolving Account funds for initial startup costs for I-264 to I-464
Hampton Roads Express Lane Network

James Utterback, PMP
Hampton Roads District Administrator

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