

ITEM #12: I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION PROJECT AND I-64 REGIONAL EXPRESS LANES CONCEPT: STATUS REPORT
Robert Crum and Michael Kimbrel, HRTPO

SUMMARY:

HRTPO staff will provide an update on developments regarding the I-64 HRBT Expansion Project and the I-64 Regional Express Lanes concept that have occurred since the October HRTPO Board meeting.

Mr. Robert Crum, Executive Director, and Mr. Michael Kimbrel, Deputy Executive Director, will brief the HRTPO Board on this item.

BACKGROUND:

During the October 18, 2018 HRTPO Board meeting, there was significant discussion regarding the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion project and the I-64 High Occupancy Toll (HOT) Regional Express Lanes concept.

Following the discussion, there appeared to be consensus among Board members on the following:

- The HRBT is the region's top transportation priority project.
- The Regional Express Lanes Network on I-64 begins between the I-664 and the I-64 Settlers Landing Road interchanges in Hampton, proceeds through the HRBT project and continues through the High-Rise Bridge project to Bowers Hill in Chesapeake, with the following conditions:
 - The Traffic and Revenue Study, Operational Analysis, and Design work should be utilized to determine the exact terminus of the Express Lanes Network, particularly between the High-Rise Bridge and Bowers Hill in Chesapeake and between Settlers Landing Road and I-664 in Hampton.
 - The region is open to considering phased or segmented implementation of the Express Lanes Network, including the possibility that Phase I of the network may only include HOT Lanes at the HRBT and High-Rise Bridge.
 - All toll revenue should be returned to HRTAC to fund projects prioritized by the HRTPO for implementation within the corridor.
 - No general purpose lanes shall be converted to HOV or HOT lanes without additional capacity being added to the general purpose lanes.
 - Rehabilitation/replacement of the existing trestles at the HRBT should be completed as part of the HRBT project, but should be the financial responsibility of the State.

The HRTPO Board recommended that HRTPO staff obtain legal opinions on the following matters:

- The use of HRTF monies for rehabilitation/replacement of existing trestles at the HRBT.
- Requirement that HOT toll revenue to be returned to HRTAC for prioritization and use in the corridor.

In addition, HRTPO and HRTAC staffs are assisting VDOT staff regarding the information that will be needed to process a Transportation Improvement Program (TIP) amendment related to construction of the I-64 HRBT Expansion Project.

RECOMMENDED ACTION:

For discussion and informational purposes.