



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION  
BOARD RESOLUTION 2017-05**

**A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING THE CONCEPT OF I-64 HIGH OCCUPANCY TOLL REGIONAL EXPRESS LANE NETWORK.**

**WHEREAS**, Hampton Roads commuters and tourists are faced with significant congestion at the region's water crossings and its roadways;

**WHEREAS**, there are currently 34 miles of HOV lanes in Hampton Roads that are considered underutilized and the conversion of HOV lanes to HOT lanes would provide commuters with the opportunity for more travel choices and improved reliability and reduce congestion in all travel lanes;

**WHEREAS**, the Office of the Secretary of Transportation, in coordination with the Office of Intermodal Planning and Investment (OIP), requested the Virginia Department of Transportation (VDOT), including HRTPO staff, conduct two separate but inter-related studies concerning the potential conversion of HOV to HOT lanes along sections of I-64 on the Southside;

**WHEREAS**, Segment 1 of the HOV to HOT Lane Conversion, consisting of 8.4 miles of two-lane reversible HOV lanes on I-64 from I-564 to I-264, is currently underway and scheduled to be operational in December 2017;

**WHEREAS**, the HOV to HOT conversion from I-64/I-264 to I-64/Battlefield Boulevard and continuing through the High-Rise Bridge and ending at Bowers Hill Interchange in Chesapeake are collectively referred to as Segment 2;

**WHEREAS**, on October 20, 2016, the Board of the Hampton Roads Transportation Planning Organization (HRTPO) approved the Hampton Roads Crossing Study (HRCS) Alternative A as the Region's preferred alternative and is now collectively referred to as Segment 3;

**WHEREAS**, collectively Segment 1, 2, and 3 are known as components of the I-64 High Occupancy Toll (HOT) Regional Express Lane Network;

**NOW, THEREFORE, BE IT RESOLVED**, that the HRTPO hereby endorses the following:

- A connected I-64 High Occupancy Toll (HOT) Network, consisting of Segments 1, 2, and 3 (HOT-2 throughout the system with Segment 3 changing to HOT-3 if the project becomes a P3 system);
- A system which begins at I-64/Hampton Coliseum through the Hampton Roads Bridge Tunnel (HRBT) project and continuing along I-64 through the High-Rise Bridge and ending at the Bowers Hill Interchange in Chesapeake;

- The revenues generated from the I-64 HOT Regional Express Network be returned to the Hampton Roads Transportation Accountability Commission (HRTAC) for its use along the corridor in accordance with federal/state regulations;
- The Commonwealth of Virginia to name the I-64 HOT Regional Express Network of Projects, as the number one priority in the State for the Federal Infrastructure for Rebuilding America (INFRA) Grant Program application.

**APPROVED** by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of July, 2017.



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Linda T. Johnson  
Chair

Hampton Roads Transportation  
Planning Organization

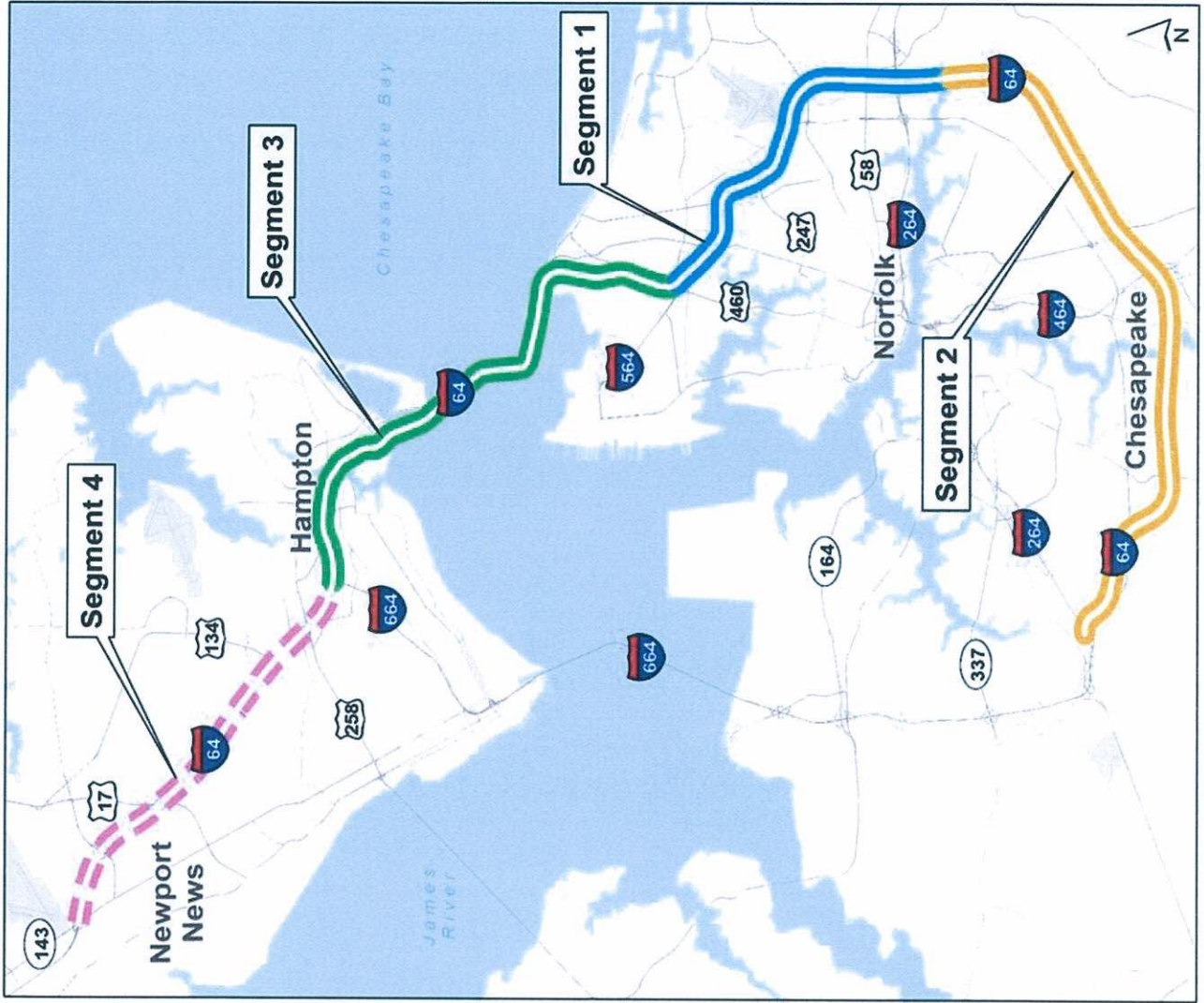


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Robert A. Crum  
Executive Director

Hampton Roads Transportation  
Planning Organization

# Regional Express Lane Network



**LEGEND**

Approved

- Segment 1

Proposed

- Segment 2
- Segment 3

Potential

- Segment 4