Hampton Roads Express Lanes Network – Phased Delivery

HRELN is a continuous network of Express Lanes in each traffic direction on I-64 from the Jefferson Avenue interchange in Newport News to the I-64, I-264 and 664 Bowers Hill interchange in Chesapeake. Divided into four segments, it will be delivered in two phases:

Phase I (Under Construction)
- Segment 2 – under construction and fully funded (one Express Lane in each direction, completion by end of 2022)
- Segment 3 (HRBT Expansion Project) – additional capacity with the construction of new tubes and lanes, completion in 2025

Phase II (In Design)
Operational by the end of 2025
- Segment 1A
  - Project Award – October 2022
  - Construction Begin – April 2023, End – December 2025
- Segment 1B
  - Project Award – TBD
  - Construction Begin – TBD, End – TBD
- Segment 4A/4B
  - Project Award – September 2023
  - Construction Begin – October 2023, End – December 2025
- Segment 4C
  - Project Award – June 2022
  - Construction Begin – January 2023, End – December 2025
Impacts During Construction

- Construction will impact mobility (and safety) along the corridor.

- To help minimize impacts, a Transportation Management Plan (TMP) needs to be implemented.

- The traveling public and other stakeholders expect a seamless experience.
HREL Regional Transportation Management Plan (TMP)

• Each construction project is required to provide maintenance of traffic (MOT) plans to mitigate impacts within their project limits

• The Regional TMP will provide a coordinated and holistic approach to mitigate regional impacts

• Coordinating among multiple projects enables agencies to:
  ▪ Effectively manage work zone impacts
  ▪ Effectively use resources
  ▪ Avoid conflicts in roles and responsibilities
  ▪ Avoid additional costs
  ▪ Ensure consistent communications
Regional Transportation Management Plan (TMP)

Non-constrained TMP – Version 1.0

• Goals and Objectives
• Organizational Structure
  • Steering Committee
  • Technical Subcommittees – Transit/TDM, Communications, and Traffic Operations
• Proposed Strategies – Non-constrained
  • Description
  • Planning-level Costs
  • Subcommittee Priorities
TMP Organization and Governance

Steering Committee
- Accountable for leading and coordinating the TMP effort
- Provides direction and oversight
- Makes decisions on strategies and resources
- Assesses performance of strategies

Technical Subcommittees
- Develops and implements strategies
- Monitors strategy budget and performance

HREL TMP Organization Structure
What We Need From You…

• Commitment to serve on the Steering Committee
  • Representatives need to have decision-making authority
• Provide staff to serve on the Technical Subcommittees
  • Committed to implementing, operating, and monitoring the strategies

Next Steps

• Send invitations to serve on the Steering Committee
• Conduct the first Steering Committee meeting
  • Late January / Early February 2022
### TMP 1.0 – Subcommittee Members

#### Transit / TDM Subcommittee
- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (DRPT)
- Hampton Roads Transit (HRT)
- HRT-TRAFFIX
- City of Chesapeake
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Virginia Beach
- Hampton Roads Transportation Planning Organization (HRTPO)
- Hampton Roads Transportation Accountability Commission (HRTAC)
- Port of Virginia

#### Communications Subcommittee
- Virginia Department of Transportation (VDOT)
- Hampton Roads Bridge-Tunnel (HRBT) Expansion Team
- Virginia Department of Rail and Public Transportation (DRPT)
- HRT-TRAFFIX
- City of Chesapeake
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Virginia Beach
- Hampton Roads Transportation Planning Organization (HRTPO)
- Hampton Roads Transportation Accountability Commission (HRTAC)
- Port of Virginia

#### Traffic Operations Subcommittee
- Virginia Department of Transportation (VDOT)
- Virginia State Police (VSP)
- Hampton Roads Bridge-Tunnel (HRBT) Expansion Team
- City of Chesapeake
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Virginia Beach
- Hampton Roads Transportation Planning Organization (HRTPO)
- Hampton Roads Transportation Accountability Commission (HRTAC)
- Port of Virginia
### Potential Transit and TDM Strategies

<table>
<thead>
<tr>
<th>ID</th>
<th>Strategy Identified in TMP</th>
<th>Priority</th>
<th>Est. Cost (Planning Level)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Promote Available Transit, Travel Options, and TDM Resources</td>
<td>High</td>
<td>$200K - $300K</td>
</tr>
<tr>
<td>2</td>
<td>Enhanced Vanpool Incentive Program</td>
<td>High</td>
<td>$120K - $600K</td>
</tr>
<tr>
<td>3</td>
<td>Supplemental Service on Existing Bus Routes</td>
<td>High</td>
<td>$480K - $960K</td>
</tr>
<tr>
<td>4</td>
<td>New Carpool Incentive Program</td>
<td>High</td>
<td>$70K - $180K</td>
</tr>
<tr>
<td>5</td>
<td>Subsidies for Employer Shuttle Users</td>
<td>Medium</td>
<td>$100K+</td>
</tr>
<tr>
<td>6</td>
<td>Reduced Cost E-ZPass Transponders</td>
<td>Low</td>
<td>$5K - $50K</td>
</tr>
</tbody>
</table>
## Potential Communications and Outreach Strategies

<table>
<thead>
<tr>
<th>ID</th>
<th>Strategy Identified in TMP</th>
<th>Priority</th>
<th>Est. Cost (Planning Level)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Regional TMP Public Information and Communications Plan</td>
<td>High</td>
<td>$35K - $50K</td>
</tr>
<tr>
<td>2</td>
<td>Regional TMP Communications Coordination Meetings</td>
<td>High</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>Coordinated Social Media Strategy</td>
<td>High</td>
<td>**</td>
</tr>
<tr>
<td>4</td>
<td>HREL Network Project Website</td>
<td>High</td>
<td>**</td>
</tr>
<tr>
<td>5</td>
<td>Email Blasts</td>
<td>Medium</td>
<td>**</td>
</tr>
<tr>
<td>6</td>
<td>Lane Closure and Construction Impact Notification Information Dissemination</td>
<td>High</td>
<td>**</td>
</tr>
<tr>
<td>7</td>
<td>Coordinated Advertising and Media (Earned and Paid Media)</td>
<td>High</td>
<td>**</td>
</tr>
<tr>
<td>8</td>
<td>Coordinated Community Outreach Meetings</td>
<td>High</td>
<td>**</td>
</tr>
<tr>
<td>9</td>
<td>Targeted Military/Large Employer Outreach</td>
<td>High</td>
<td>**</td>
</tr>
<tr>
<td>10</td>
<td>Targeted Tourism/Hospitality Outreach</td>
<td>Medium</td>
<td>**</td>
</tr>
<tr>
<td>11</td>
<td>Targeted Trucking Community Outreach</td>
<td>Medium</td>
<td>$100K - $150K</td>
</tr>
<tr>
<td>12</td>
<td>Collateral Materials</td>
<td>Low</td>
<td>**</td>
</tr>
</tbody>
</table>

** Cost is assumed to be built into Regional TMP Comm. Team Contract ($2,000,000 - $3,000,000 for crosscutting Comm. Team over 2-yr period)
# Potential Traffic Operations Strategies

<table>
<thead>
<tr>
<th>ID</th>
<th>Strategy Identified in TMP</th>
<th>Priority</th>
<th>Est. Cost (Planning Level)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Updated Incident Response &amp; Detour Plans</td>
<td>High</td>
<td>$150K - $200K</td>
</tr>
<tr>
<td>2</td>
<td>Updated Signal Timing Plans</td>
<td>High</td>
<td>$150K - $250K</td>
</tr>
<tr>
<td>3</td>
<td>Funding for Local Spot Improvements</td>
<td>High</td>
<td>$600K - $1,000K</td>
</tr>
<tr>
<td>4</td>
<td>Real-Time Performance Monitoring Tools and Dashboards</td>
<td>High</td>
<td>$175K - $250K</td>
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<tr>
<td>5</td>
<td>Regular Incident Management Meetings</td>
<td>High</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Supplemental Wrecker to Assist with Arterials</td>
<td>High</td>
<td>$150K - $300K</td>
</tr>
<tr>
<td>7</td>
<td>Dedicated VDOT TOC and/or Local TOC Operators</td>
<td>High</td>
<td>$200K - $750K</td>
</tr>
<tr>
<td>8</td>
<td>Queue Detection and Warning Systems</td>
<td>Medium</td>
<td>$200K - $600K</td>
</tr>
<tr>
<td>9</td>
<td>Regional Incident Management Coordinators</td>
<td>Medium</td>
<td>$540K - $850K</td>
</tr>
<tr>
<td>10</td>
<td>Supplemental Virginia State Police</td>
<td>Medium</td>
<td>$1,700K - $2,600K</td>
</tr>
<tr>
<td>11</td>
<td>Supplemental Local Police</td>
<td>Medium</td>
<td>$200K - $400K</td>
</tr>
<tr>
<td>12</td>
<td>Portable CCTV and PCMS</td>
<td>Medium</td>
<td>$1,375K - $1,650K</td>
</tr>
<tr>
<td>13</td>
<td>Supplemental Safety Service Patrol</td>
<td>Low</td>
<td>$1,900K - $2,100K</td>
</tr>
<tr>
<td>14</td>
<td>Automated Work Zone Speed Enforcement</td>
<td>Low</td>
<td>$3,500K - $3,850K</td>
</tr>
</tbody>
</table>