

October 5, 2021

Memorandum #2021-146

TO: Regional Connectors Study (RCS) Joint Steering Committee & Working Group

BY: Camelia Ravanbakht, RCS Project Coordinator

RE: Regional Connectors Study – October 12, 2021

Please RSVP by COB Thursday, October 8, 2021

Attached is the agenda for the **Joint Regional Connectors Study (RCS) Steering Committee and Working Group meeting** scheduled for **Tuesday, October 12, 2021 at 9:30 AM.**

This meeting will be held in person in Board Room A/B of the Regional Building located at 723 Woodlake Drive, Chesapeake.

/kl

Attachments

RCS Steering Committee and Working Group Members

Voting Members:

Steering Policy Group

Rick West (CH)
Donnie Tuck (HA)
McKinley Price (NN)
Martin Thomas (NO)
Shannon Glover (PO)
Mike Duman (SU)
Robert Dyer (VB)

Working Group

Troy Eisenberger (CH)
Jason Mitchell (HA)
Bryan Stilley (NN)
Robert Brown (NO)
James Wright (PO)
Jason Souders (SU)
Ric Lowman (VB)

Staff:

Bob Crum (HRTPO)
Pavithra Parthasarathi (HRTPO)
Keith Cannady (HRPDC)
Rob Case (HRTPO)
Greg Grootendorst (HRPDC)
Kendall Miller (HRTPO)
Keith Nichols (HRTPO)
Dale Stith (HRTPO)

Nonvoting Members:

Ivan Rucker (FHWA)
Craig Quigley (HRMFFA)
Kevin Page (HRTAC)
Jason Flowers (USACE)
George Janek (USACE)
Col. Brian Hallberg (USACE)
Keith Lockwood (USACE)
Robert Pruhs (USACE)
Gregory Steele (USACE)
Tim Dolan (USCG)
Gene Leonard (USCG)
Michael King (USN)
Pamela Phillips (VDOT)
Jennifer Salyers (VDOT)
Chris Hall (VDOT)
Stephen Edwards (VPA)
Barbara Nelson (VPA)

Project Coordinator:

Camelia Ravanbakht

Project Consultants:

Paul Prideaux
Lorna Parkins



Agenda

Regional Connectors Study

Joint Steering (Policy) Committee and Working Group Meeting

Tuesday, October 12, 2021

9:30 AM

The Regional Building, Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia

- 1. Call to Order**
- 2. Welcome and Introductions**
- 3. Public Comment Period** (Limit 3 minutes per individual)
- 4. Minutes (Action Requested)**
Summary Minutes from June 30, 2021, Joint Steering (Policy) Committee and Working Group Meeting

Attachment 4

Recommended Action: For Approval

- 5. Regional Connectors Study: Background and Recommended Path Forward (Action Requested)**
Robert Crum, HRPDC/HRTPO Executive Director

The Hampton Roads Transportation Planning Organization (HRTPO) initiated the Regional Connectors Study (RCS) in June 2018 with funding from the Hampton Roads Transportation Accountability Commission (HRTAC). The study focuses on connectivity between the Peninsula and the Southside through the lenses of congestion relief, economic vitality, resiliency, accessibility, and quality of life, to assist in creating a long-term vision for the Hampton Roads region.

At the last Joint Steering (Policy) Committee/Working Group Meeting on June 30, 2021, there was a considerable discussion regarding the importance of all five mandated

segments. A strong interest in favor of considering all mandated segments was expressed such that the Steering (Policy) Committee deferred the selection of preliminary alternatives. Since that meeting, while the RCS came to a temporary pause, Mr. Robert Crum, HRPDC/HRTPO Executive Director, has been working with the Steering (Policy) Committee Chair, members, and stakeholders to resolve notable issues and develop a path forward for the RCS. These discussions have resulted in a new direction for the completion of the Study.

Mr. Robert Crum, HRPDC/HRTPO Executive Director, will brief the Joint Committee members with the background and a recommended path forward for the study.

Recommended Action: For Approval

Steering (Policy) Committee/Working Group Approval and Endorsement of the RCS Path Forward.

6. Regional Connectors Study: Proposed Approach to Study Completion

Lorna Parkins (MBI), RCS Co-Project Manager

The RCS is a multi-phased study. Phases 1 and 2 are complete and the study is currently in Phase 3 (final phase). Since the June 30, 2021, Joint Steering (Policy) Committee/Working Group meeting, a new direction to complete the study has evolved. This potential RCS path forward would require a modification to the study methodology along with an amendment to the remaining portions of the Phase 3 scope of work.

Ms. Lorna Parkins (MBI), RCS Co-Project Manager, will brief the Joint Committee members with the proposed approach to the RCS completion.

Recommended Action: For Information and Discussion

7. For Your Information

RCS Diary of Key Decision Points: 2017 to Present

Attachment 7

The attached diary includes a summary of key decision points from 2017 to the present time. The purpose of this document is to provide a quick reference for members and the public. This is a living document and will be updated with future key action items.

8. RCS Next Meeting: To Be Determined

9. Other Items of Interest

10. Adjournment

Regional Connectors Study
Joint Steering (Policy) Committee & Working Group Meeting Minutes
June 30, 2021, 1:00 pm

Pursuant to the declared state of emergency in the Commonwealth of Virginia in response to the COVID-19 pandemic and to protect the public health and safety of the members, staff, and general public, this meeting was held electronically via Webex. These electronic meetings are required to complete essential business on behalf of the region. A recording of the meeting will be available on the website.

Steering (Policy) Committee

The following voting members attended the web meeting (alphabetically by city):

Rick West (CH)
Donnie Tuck (HA)
McKinley Price, Chair (NN)
Martin Thomas (NO)
Shannon Glover (PO)
Michael Duman (SU)
Robert Dyer (VB)

No voting members of the Steering (Policy) Committee were absent.

Note that these cities were represented by members of the Working Group below.

Working Group

The following voting members attended the web meeting (alphabetically by city):

Troy Eisenberger (CH)
Lynne Keenan (HA)
Bryan Stilley (NN)
Brian Fowler (NO)
Carl Jackson (PO)
Jason Souders (SU)
Ric Lowman (VB)

No voting members of the Working Group were absent.

Others

The following others attended the web meeting (alphabetically by last name):

Olga Beltsar (NOR)	Kevin Page (HRTAC)
Rob Brown (NOR)	Pavithra Parthasarathi (HRTPO)
Thomas Cross (VPA)	Pam Phillips (VDOT)
Robert A. Crum, Jr. (HRTPO/HRPDC)	Paul Prideaux (Michael Baker Intl.)
Anthony Donald (Michael Baker Intl.)	Craig Quigley (HRMFFA)
Rick Dwyer (HRMFFA)	Camelia Ravanbakht (RCS Coordinator)
Craig Eddy (Michael Baker Intl.)	Angela Rico (NN)
Amy Inman (Norfolk)	Evandro Santos (NOR)
George Janek (USACE)	Mark Shea (VB)
Michael King (Navy)	Dale Stith (HRTPO)
Claudette Lajoie (Solstice Environmental)	Bill Thomas (Michael Baker Intl.)
Debbie Mangiaracina (Norfolk)	Cathie Vick (VPA)
Keith Nichols (HRTPO)	Ron Williams (Virginia Beach)

1. Call to Order

At 1:00 pm, Mr. Crum read a COVID-19 notice.
Mayor Price conducted the meeting.

2. Roll Call

Ms. Ravanbakht called the roll (see attendance above). She then noted that this special meeting was called since there were not enough members of the Policy committee to vote last week and the aim today was for the committee to take action on the recommendation from the Working Group.

3. Public Comment Period

There were no public comments.

4. Minutes

Mayor Tuck moved approval of the minutes of the June 22, 2021 Joint Steering (Policy) Committee and Working Group meeting, and Mayor Glover seconded. The motion was approved via roll call:

Steering (Policy) Committee

Richard West	Chesapeake	yes
Donnie Tuck	Hampton	yes
McKinley Price	Newport News	yes
Martin Thomas	Norfolk	yes
Shannon Glover	Portsmouth	yes
Michael Duman	Suffolk	-
Bobby Dyer	Virginia Beach	abstain

5. RCS: Phase 3: Preliminary Alternatives

Mayor Price initiated this item by asking for a motion to move ahead with the alternatives that were recommended by the working group that were to be voted on at the previous week's meeting. Mayor Tuck made a motion, and Mayor Glover seconded the motion.

Vice-Mayor Thomas made a substitute motion. The substitute motion is to include Alternatives 5 and 7 in the study, due to the burden of truck traffic on Hampton Boulevard, the burden that will be imposed by the future Craney Island Terminal, and the possibility that these alternatives may be cheaper. Vice-Mayor Thomas then mentioned the possibility of an additional \$3.1 million in federal earmark that was requested for a study to look at access to the future Craney Island Terminal. Mayor Dyer seconded the substitute motion.

Mayor Price asked for a member of the Working Group to explain why Alternatives 5 and 7 were not recommended for further study. Mr. Stilley noted that the Working Group had concerns about the feasibility of those two alternatives, including the impacts it would have on the Navy Fuel Depot, and that future studies would likely examine access to the future terminal.

Mayor West asked if waiting for word on the \$3.1 million study earmark or adding Alternatives 5 and 7 would delay the study. Mr. Eddy noted that there wouldn't be a significant delay to the study if Alternatives 5 and 7 were added to the study. The bigger issue is that adding Alternative 5 and 7 would result in 12 alternatives, which is more than the 10 budgeted for the study.

Mayor Dyer noted that it's important to take the time and effort to make sure we get this study right.

Mr. Jackson added that Portsmouth staff is concerned with Alternative 5 due to its impact on the Portsmouth Landfill and the Fuel Depot.

Vice-Mayor Thomas noted that these alternatives may impact the landfill, but it's too early to definitively say that. It is important to make sure we get it right since these projects won't be built in the next five or ten years. If budget is an issue, he recommended removing Alternative 8.

Mayor Glover noted that we need to do what's in the best interest of the region's future, even if it takes more time to get the best outcome.

Mayor West asked if Alternatives 5 and 7 could be reconsidered in the future if the \$3.1 million earmark becomes available. Ms. Ravanbakht noted that it's possible, and that the decision today is not for the final alternative. It is to start looking at candidate alternatives to come up with three viable alternatives to study further, while looking at permitability and constructability.

Ms. Vick stated that the Port supports continuing to consider all of the alternatives, especially since the study itself will be examining each alternative's permitability and constructability.

Mr. King noted that the Navy supports transportation improvements across the region but is concerned about impacts to the Fuel Depot and the Phase II Expansion there. The Navy would need to draw a line in the sand due to national security. If there's a way around it the Navy is not opposed, but the Navy can't support anything that will impact the Fuel Depot.

Mayor Tuck asked if the \$3.1 million being discussed is part of the original HRTAC set aside or from somewhere else. Mr. Crum reviewed the October 2016 Board Action that approved the suite of projects, and noted that as part of that action the Board agreed that the HRTAC-funded RCS would evaluate other alternatives such as the Third Crossing. The \$7 million allocated by HRTAC was to look at those additional projects, and determine which would give the most benefit to movement between the Peninsula and Southside as well as be permitable and constructable. Mr. Crum added that the \$3.1 million is an earmark appropriation request led by the Port made to our Congressional delegation to further evaluate the connection to the new Craney Island Marine Terminal. It would be additional money, not part of the original HRTAC allocation.

Ms. Vick noted that the RCS is a planning study, not an engineering study. Permitability and constructability is generally examined during alternative project design in an engineering study. The Port asked for the earmark since the RCS is a planning study. The \$3.1 million port request has been supported regionwide because of the importance of the future Craney Island Terminal. Ms. Vick added that the Port's position is that the consultant should continue to look at Alternatives 5 and 7 and not discard them prematurely.

Mayor Price asked if there was money still available to expand the study to include the additional alternatives, to which Mr. Crum replied in the negative. Mayor Price asked if we should approve something that we can't fund. Vice-Mayor Thomas noted that if the issue is the number of alternatives that Alternative 8 could be removed in order to fund Alternatives 5 and 7. He added that we should make decisions on good alternatives independent of whether federal money is available or not. It would also be reasonable to postpone this vote until we know if we receive the federal earmark.

Mayor Duman noted that the prudent thing would be to delay the vote until we know if we receive the federal earmark. Once we know about the federal earmark then decisions can be made about which alternatives to move forward with.

Vice-Mayor Thomas asked what the cost difference would be if we looked at Alternatives 5 and 7 and removed Alternative 8, and Mayor Tuck asked what the ramifications would be to delaying this decision. Ms. Ravanbakht noted that the study is 50% complete and perhaps we could move forward with the other alternatives while we put Alternatives 5 and 7 on hold. Mayor Tuck noted that a substitute motion could be to table this decision until the \$3.1 million federal earmark is decided, at which time we would consider adding Alternatives 5 and 7 to the study.

Ms. Vick asked what the impact would be of not moving all of the alternatives forward for evaluation at the same time. Ms. Ravanbakht noted that we will analyze all of the alternatives on their technical merits, and then at that point a comparison would be made to get to the final three alternatives. But the technical work could begin on the four alternatives while trying to get additional funding for the two additional alternatives.

Ms. Vick asked if we have an estimate of the difference in cost of including Alternatives 5 and 7, keeping in mind that these are original alternatives. Mr. Eddy replied that he couldn't produce that cost today, but he can get that cost estimate rather quickly. Ms. Vick asked if a reevaluation of the scope of analyzing each alternative could be done in order to look at 12 alternatives instead of 10 for the same amount of funding.

Mayor Duman asked how long it would take before we knew if the region would receive the \$3.1 million federal earmark. He noted that it is difficult determining whether to vote on Alternatives 5 and 7 without knowing whether the federal earmark will be secured. Mayor Tuck responded that it's clear that there are members of the committee that would like to see Alternatives 5 and 7 included, regardless of whether the federal earmark is obtained.

Vice-Mayor Thomas amended his substitute motion. His amended substitute motion is to defer the action today in order to determine how much additional funding would be required to analyze 12 alternatives simultaneously through Phase 3 (including Alternatives 5 and 7) and to explore what additional money is available from HRTAC to fund the additional analysis. Mayor Tuck moved approval of the amended substitute motion; Mayor Dyer seconded. A roll call vote was taken on the substitute motion:

Steering (Policy) Committee

Richard West	Chesapeake	no
Donnie Tuck	Hampton	yes
McKinley Price	Newport News	no
Martin Thomas	Norfolk	yes
Shannon Glover	Portsmouth	yes
Michael Duman	Suffolk	yes
Bobby Dyer	Virginia Beach	yes

6. Adjournment

The meeting was adjourned at 2:02 pm.

Regional Connectors Study

Summary of Key Decision Points

Prepared By: Camelia Ravanbakht, PhD
RCS Project Coordinator
November 13, 2020

Revised: December 2020, January 2021, February 2021, April 2021, May 2021, June 2021, October 2021.

Abstract:

This document is a diary of key decision points approved by the RCS Steering (Policy) Committee and Working Group from 2017 to present, in chronological order.

The purpose of this document is to provide a quick reference for members of the Regional Connectors Study and the public. The information used in this document is based on excerpts from meeting minutes prepared by Dr. Rob Case and Keith Nichols of HRTPO.

This is a living document and will be updated with future key action items per approval from the Committee.

2017

Steering (Policy) Committee meeting on 10/05/2017

Item#5: Draft Guidance for Scope of Work

Motion: Mayor Sessoms (VB) moved the endorsement and recommendation of the HRTPO Board's approval of the Guidance for Scope of Work; Mayor Rowe (Portsmouth) seconded; Motion passed unanimously.

2018

Working Group meeting on 05/11/2018:

Item#5: Contract Negotiations with Selected Consultant:

Mr. Crum (HRPDC/HRTPO) gave an overview of the consultant selection process in which Michael Baker was chosen. Craig Eddy (Michael Baker) gave an overview, with slides, of a phased approach and a scope for Phase 1. After much discussion by Working Group members, HTRPO staff, and HRTAC staff, it was decided that the consultant would do the following: • Monthly meetings of the Working Group, to be canceled as appropriate considering project progress • Convene a group meeting of stakeholders (Working Group and Policy Group) for Task 1 (Initiate Engagement Program) • Coordinate with VDOT HR District surveys to avoid duplication. • Establish goals & objectives during Phase 1 • Prepare a scope for Phase 2 during Phase 1 • Send details of the proposed survey to Kendall Miller (HRTPO) • Prepare a new baseline of existing conditions.

Mr. Crum asked the group if it concurred with him asking the HRTPO Board for authorization to enter contract with Michael Baker for Phase 1. A motion made by Brian Stilley (Newport News) and seconded by John Yorks (Hampton)—to move ahead with Phase 1—passed unanimously.

Working Group meeting on 06/04/18:

Item#5: Revised Phase 1 Scope:

Craig Eddy (MBI) presented the current Phase 1 scope, revised based on earlier comments of the working group. Bob Crum (HRTPO) asked that the purpose of Phase 1— “the establishment of goals and objectives [and] the development of a draft scope for Phase 2”—be included in the scope of Phase 1. Craig said that he would add those items to Task 5. Bob asked if the group was comfortable with him signing a contract for Craig to proceed. The group concurred.

2019

Joint Steering (Policy) Committee and Working Group meeting on 02/13/2019:

Item#5: RCS and Relationship with 2045 Long-Range Transportation Plan (LRTP):

Mr. Crum (HRPDC/HRTPO) stated that to-date, the timelines of the RCS and the 2045 LRTP have been synchronized; however, concerns have grown that more time is needed to conduct the RCS, and it has been suggested to pursue a second option. The options for discussion are as follows:

- Option 1: RCS Concurrent with the 2045 LRTP Schedule
- Option 2: RCS Separate Path from the 2045 LRTP Schedule

Mayor Rowe (Portsmouth) expressed support for Option 2 and stated that the RCS should be decoupled from the LRTP since the LRTP is a fiscally constrained document. He noted that in the 2030 LRTP, adopted by the HRTPO Board in March 2007, no State highway construction funds would be available by 2018; therefore, the projects in the 2030 plan were either pared down or tolled. He indicated that the LRTP was flawed in concept and should reflect the region's vision without the restrictions of fiscal constraint.

Motion:

Mayor Rowe (Portsmouth) moved to decouple the timelines of the RCS and the 2045 LRTP; seconded by Mayor Price (Newport News). The Motion Unanimously Carried.

Item# 6: RCS Draft Scope of Services for Phase 2:

Motion:

Mayor Rowe (Portsmouth) moved to refer the Phase 2 Scope of Work technical comments to the Working Group for review and to recommend HRTPO Board approval of the \$1 million Phase 2 abbreviated scope of work; seconded by Mayor West (Chesapeake). The Motion carried.

Steering (Policy) Committee Meeting on 04/30/2019:

Item#3: Committee Organizational Structure:

Mr. Crum (HRPDC/HRTPO) presented the idea of the committee nominating a voting member as chair. Mayor Price (Newport News) was chosen as Chair, and he appointed Mayor Rowe (Portsmouth) as Vice Chair.

Item#7: Phase 2 Supplemental Scope of Work, Cost and Budget:

The committee approved the Phase 2 Supplemental Scope of Work, Cost and Budget, forwarding it to the HRTPO Board for approval at its May 16, 2019.

Steering (Policy) Committee meeting on 07/09/2019:

Item#5: Phase 2 Supplement Budget Omission:

Craig Eddy (MBI) presented slides concerning this matter. The committee approved the correction.

Item#7: Scenario Planning and Greater Growth Assumptions:

The consultant will run the models with 16% employment growth, and then present the results to the Working Group for it to decide whether that produces sufficient variation in the congestion of the existing + committed network between the three Greater Growth scenarios. Should upward revisions be deemed necessary by the Working Group, the consultant will run the models with employment growth rates up to 21% until sufficient variation between the scenarios is determined. The Committee approved the Scenario Narratives, Goals, Objectives, and Performance Measures.

Steering (Policy) Committee on 11/05/2019:

Item#6. Draft Phase 3 Scope of Work:

Craig Eddy (MBI) presented the draft Phase 3 scope, schedule, and budget using slides. The Committee approved the scope, schedule, and budget as presented.

2020

Working Group Electronic Meeting 06/12/2020

For the Preliminary Alternatives discussion, Craig Eddy (MBI) provided a background of the project scope, vision, goals, and objectives. His presentation included maps of the segments from the HRCS SEIS that were specified to be part of the RCS effort, as well as additional candidate segments received through stakeholder interviews. The group discussed the potential segments and alternatives to review and analyze as part of the study. Jason Flowers (USACE) read a statement regarding the Corps' federally mandated position to maintain and protect navigable waterways, channels, and access. After much discussion, there was concurrence among the members of the Working Group that the following candidate segments (shown on map provided at meeting) not be forwarded for analysis:

- o Segment 1: New bridge over James River, includes improvements on Rt 10 to US 17
- o Segment 4: Ferry service, Hampton to Norfolk
- o Segment 5: New bridge tunnel from NIT to Hampton

The Working Group also discussed at length the potential future need and scope of the VA-164 Connector and whether it should remain an RCS segment for consideration. For now, VA-164 will remain a potential segment since it is one of the mandated segments to analyze. Additional discussions with all impacted stakeholders will continue at future meetings.

Working Group Electronic Meeting on 07/09/ 2020:

Motion to move the study forward and accept the Travel Demand Model adjustments and calibrations were unanimously passed.

Working Group Electronic Meeting on 08/13/2020:

Concerning Phase 2, Lorna Parkins (MBI), Vlad Gavrilovic (EPR), Bill Thomas (MBI) presented inputs and outputs of travel demand model runs for various growth scenarios. Craig Eddy (MBI) asked the working group to confirm that the Greater Growth forecasts provide adequate differentiation in results.

Working Group members concurred that the differentiation between the 3 greater growth scenarios is sufficient and directed the consultant team to move the study forward. Congestion related performance measures will be presented at the August 27th meeting.

Working Group Electronic Meeting on 08/27/2020:

Bill Thomas (MBI) used slides to provide a modeling and congestion (by scenario) update. Results showed a decrease in VMT and VHT from 2017 to 2045 Base. Members expressed concerns with a decrease. Bill Thomas indicated that he intends to perform more checking of the modeling results.

Working Group directed the consultant team to improve model findings, coordinate with staff and report back in late summer/early fall.

Working Group Electronic Meeting on 10/08/2020:

Item #5. RCS: Modeling Update on Congestion Measures

Bill Thomas (MBI) indicated that he made model fixes to correct earlier counter-intuitive results and substandard differences (in screenline volumes) between counts and model. He presented volume data showing a better relationship between counts and the model. Then he presented measures (vehicle-miles traveled, delay, speed, etc.) comparing the three 2045 Greater Growth scenarios (Water, Urban, and Suburban). Bryan Stilley (Newport News) asked whether the group was satisfied with the fixes. The group made no objections. Mr. Stilley indicated that this satisfaction recommends to the Steering Committee approval of Phase 2.

Item #6. Mandated and Other Potential Segments:

Craig Eddy (MBI) presented slides showing the five segments from the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS).

Motion: Brian Fowler (Norfolk) made a motion that the RCS move forward studying alternatives comprised of the five SEIS segments and modifications of the five. Ric Lowman (Va. Beach) seconded the motion. The Working Group approved the motion (4 to 1 from those voting members present at the time of the motion).

Joint Steering (Policy) Committee and Working Group Electronic Meeting on 10/27/2020:

Item #5: RCS Phase 2 Status Report:

Motion: The joint body approved Phase 2 completion, including Greater Growth scenario planning differentiation and travel demand modeling performance measures. The motion was

moved by Mayor Rowe (Portsmouth) and seconded by Mayor Dyer (Virginia Beach). Prior to the vote, at the request of Mayor Rowe (Portsmouth), Cathy Vick (VPA) and Barbara Nelson (VPA) verbalized the Port's perspective, including expected growth of the Port. The motion passed unanimously by individual voice vote.

Item #6: RCS Mandated SEIS Segments and Other Potential Segments:

Motion: Mayor Rowe (Portsmouth) moved that the Mandated Segments be carried forward for "feasibility". Camelia Ravanbakht (RCS Coordinator) mentioned that the segments will be evaluated for permitability. Brian Fowler (Norfolk) indicated that the next step would be for the segments to be modified, as necessary. Martin Thomas (Norfolk) asked that the motion mirrors the motion of the Working Group at its recent meeting. Bob Crum (HRTPO/HRPDC) listed the 5 Mandated segments—I-664 Connector, VA 164 Connector, I-564 Connector, I-664, VA 164—then he reiterated the motion: This joint committee directs the RCS to move forward with studying the feasibility of alternatives comprised of the 5 Mandated Segments and modifications thereof. The motion passed unanimously by individual voice vote.

Working Group Electronic Meeting on 12/10/2020:

Item#5: Regional Connectors Study: Phase 3 - Task 2 - Development of Preliminary Alternatives

The Consultant Team provided the group with a detailed presentation of two travel demand model (TDM) runs: 1) one Unconstrained 2045 Baseline with the Existing + Committed (E+C) network and 2) one Unconstrained 2045 Baseline with all five mandated segments including: I-664, I-664 Connector, I-564 Connector, VA 164, and VA 164 Connector. Results from these two unconstrained 2045 Baseline model runs were compared with 2017 traffic volumes at key locations. Following some group discussions, Working Group members directed the Consultant Team to prepare for the January 14, 2021, meeting, five new 2045 Baseline model runs with a Constrained E+C network and the following Unconstrained segments:

- All five Mandated Segments (I-664, I-664 Connector, I-564 Connector, VA 164, VA 164 Connector)
- I-664 and VA 164
- I-664, VA 164, I-664 Connector, I-564 Connector
- I-664, VA 164, I-664 Connector, VA 164 Connector
- I-664, VA 164, VA 164 Connector, I-564 Connector

2021

Working Group Electronic Meeting 01/14/2021

Item#5: Regional Connectors Study: Development of Preliminary Alternatives

The Consultant Team presented the results from travel demand model runs for five Alternatives (see below graphics). Traffic volumes were tabulated for 2017, 2045 Baseline, and each of the five 2045 alternative runs. Following extensive discussions, Working Group Chair asked the members to decide which one of these alternatives should be moved forward to the next step for further modeling runs under Constrained E+C network as well as Constrained mandated segments.



Motion: Troy Eisenberger (Chesapeake) made a motion to move forward to the next step with Alternatives 2, 3, and 5. The motion was seconded by Ric Lowman (Virginia Beach) and passed 4 to 1 by those voting members present at the time of the motion.

Working Group Electronic Meeting 02/11/2021

Item#5: Regional Connectors Study: Development of Preliminary Alternatives

The Consultant Team presented the traffic volume results from travel demand model runs for 2045 Baseline, Alternatives 2, 3, and 5. The presentation also included summaries of two

meetings separately conducted on January 29, 2021, with ACOE and the Navy and on February 5, 2021, with the Port of Virginia staff. Discussions focused on Segment 164 Connector regarding issues and constraints (listed below) expressed by ACOE, Navy and the City of Portsmouth:

- Segments must not interfere with operations, maintenance, construction, or capacity of Craney Island
- Current projected lifespan of Craney Island is 2050 based on current technology
- Segments must be a minimum of 1800 feet from the next phase of the Navy Fuel Depot project for safety and security reasons and may require walls to further safeguard from potential security threats
- City of Portsmouth Landfill expansion

Motion: Carl Jackson (Portsmouth) made a motion to delete Alternative 5 and add two new Alternatives 6 and 7. The motion was seconded by Brian Fowler (Norfolk) and passed unanimously.

The modeling results for Alternatives 2, 3, 6, and 7 will be presented at the March 11 Working Group meeting.



[Working Group Electronic Meeting 03/11/2021 - Cancelled](#)

[Working Group Electronic Meeting 04/08/2021](#)

Item#5: Regional Connectors Study: Development of Preliminary Alternatives

- The Consultant Team presented the modeling results from 2045 Baseline and Alternatives 2, 3, 6 and 7. The presentation included traffic volumes, capacity utilizations, and travel times for various runs. The Team also reviewed key model assumptions used for various model networks.
- Group discussion took place regarding the assumptions for HRELN toll rates, HRTPO Board approved 2045 list of projects, Bowers Hill Study recommended concept plans, and various design options.

- The WG members agreed to move all four alternatives (2, 3, 6, and 7) to the next step of the modeling process. In addition, they agreed to run Alternative 6 under two versions – with and without improvements to VA 164. Furthermore, they agreed to run each of the five preliminary alternatives under two design options for MMBT: 6 General Purpose (GP) Lanes + 2 Managed Lanes (ML) and 4 General Purpose Lanes + 4 Managed Lanes.

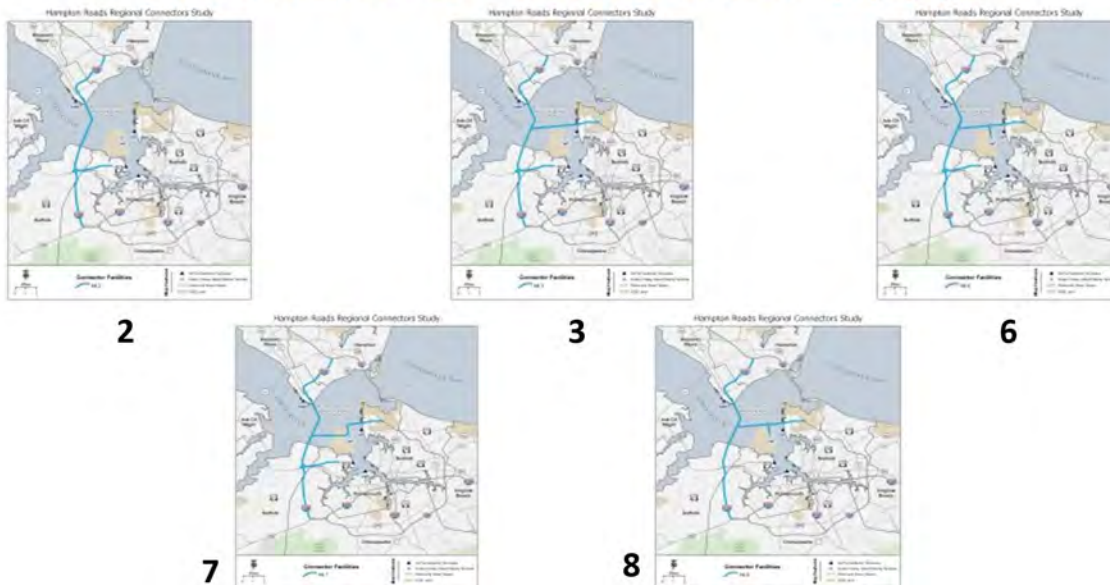
The next modeling runs will therefore include 10 Alternatives with the E+C Network (October 2020 version) while ensuring consistency with the Bowers - Hill Study recommended concept plans and HRTAC approved Initial Tolling Policy for HRELN (\$0.06/mile or \$0.25 per gantry). This is consistent with the scope of work.

Working Group Electronic Meeting 05/25/2021

Item#5: Regional Connectors Study Phase 3: Development of Preliminary Alternatives

- The Consultant Team presented the travel demand modeling results on five Alternatives (2, 3, 6, 7, and 8) selected at the April 8 meeting (see below Graphics 5A). The results were based on two design options for MMBT: Option A (6GP+2M) and Option B (4GP+4M).
- The 2045 travel demand networks used for modeling these ten alternatives were corrected since the April 8th meeting to reflect the HRTAC Initial Toll Policy on the HRELN (\$0.06/mile) and were also consistent with the recommendations from the Bowers-Hill Interchange Improvement Study (see Modeling assumptions below).
- The WG members agreed on eliminating Alternative 7 under both design options A and B due to design limitations and low estimated traffic volumes.
- The WG members agreed and selected Alternatives 2, 3, 6, and 8 with Options A and B to be moved to the next step of the analysis. The motion passed unanimously to recommend these 8 Alternatives for the Steering Committee's consideration and approval at their next meeting to be scheduled in the June/July timeframe.

ATTACHMENT 5A- ALTERNATIVES 2,3,6,7,8



Modeling Assumptions



I-664 Roadway Segments	Actual Existing Lanes	MMMBT Design Option (6+2)	MMMBT Design Option (4+4)	Comments
I-64 to Terminal Avenue Interchange	6	6+2	6+4/2*	MMMBT
Terminal Avenue Interchange to I-664 Connector	4	6+2	4+4	
I-664 Connector to College Dr. (Exit 8)	4	6+2	4+4	
College Dr. (Exit 8) to VA 164**	6	6+4	6+4	Bowers Hill Study Area
VA 164 to Dock Landing Rd**	4	4+4	4+4	
Dock Landing Rd to US 58 (Bowers Hill)**	4	6+4	6+4	
US 58 (Bowers Hill) to I-264W**	8	8+4	8+4	
* Adds/drops second HOT lane at Powhatan Parkway				
**Per Bowers Hill Interchange Improvement Study				

Joint Steering (Policy) Committee and Working Group Electronic Meeting 06/22/2021

Item#5: Regional Connectors Study Phase 3: Development of Preliminary Alternatives

The Consultant Team provided an update of activities conducted since the October 27, 2020, Joint meeting. Mr. Craig Eddy reviewed Alternatives 1 through 8 as considered by the Working Group during the past several months. Mr. Eddy further indicated that the Working Group had eliminated Alternative 1 (high cost), Alternatives 4 and 5 (VA 164 Connector constraints and issues raised by the Navy, Army Corps of Engineers, and city of Portsmouth), and Alternative 7 (low estimated traffic volumes and design constraints). Lastly, Mr. Eddy shared with the members the four alternatives (Alternatives 2, 3, 6, and 8) under two design options A and B that were recommended by the Working Group for the Steering Committee's approval.

Motion: Chair Price requested the members for a motion to approve the Working Group's recommended alternatives and design options. Mr. Thomas (Norfolk) indicated that a funding request has been submitted to Congress for the Craney Island Access Study. He further requested the Chair to include Alternatives 5 and 7 in the final list of Preliminary Alternatives. Following some discussions and the absence of several members of the Policy Committee, Chair Price directed the staff to schedule a 30-minute electronic meeting the following week for the joint group to reconvene and act on this one item: selection of Preliminary Alternatives.

Joint Steering (Policy) Committee and Working Group Electronic Meeting 06/30/2021

Item#4: Regional Connectors Study Phase 3: Development of Preliminary Alternatives

The purpose of this meeting was for the members to vote on the Working Group recommended Alternatives 2, 3, 6, and 8 under two design options A and B (a total of 8 Alternatives). The design options pertain to the number of general purpose (GP) and managed (M) lanes on I-664 from its interchange with I-64 on the peninsula to its proposed interchange with the I-664 Connector over the Hampton Roads Harbor. Option A would provide 6 GP and 2 M while Option B would provide 4 GP and 4 M.

Mayor Price (Newport News) initiated this item by asking for a motion to move ahead with the alternatives recommended by the working group that were to be voted on at the previous week's (June 22) meeting. Mayor Tuck (Hampton) made a motion, and Mayor Glover (Portsmouth) seconded the motion.

Vice-Mayor Thomas (Norfolk) made a substitute motion. The substitute motion is to include Alternatives 5 and 7 in the study, due to the burden of truck traffic on Hampton Boulevard, the burden that will be imposed by the future Craney Island Terminal, and the possibility that these alternatives may be cheaper. Vice-Mayor Thomas (Norfolk) then mentioned the possibility of an additional \$3.1 million in federal earmark that was requested for a study to look at access to the future Craney Island Terminal. Mayor Dyer (Virginia Beach) seconded the substitute motion.

There was extensive discussion among the Steering (Policy) Committee members regarding the importance of Alternatives 5A, 5B, 7A, and 7B even though they had been recommended for removal.

The addition of Alternatives 5A, 5B, 7A, and 7B, would result in 12 preliminary alternatives to be studied when added to the 8 recommended by the Working Group, which exceeds the number allowable (maximum of ten Alternatives) as per the scope of work. During the meeting, the Steering Committee was made aware of this scope limitation.

Motion: Vice-Mayor Thomas (Norfolk) amended his substitute motion. His amended substitute motion is to defer the action today to determine how much additional funding would be required to analyze 12 alternatives simultaneously through Phase 3 (including Alternatives 5 and 7) and to explore what additional money is available from HRTAC to fund the additional analysis. Mayor Tuck (Hampton) moved approval of the amended substitute motion; Mayor Dyer (Virginia Beach) seconded.

The Motion passed with five Yes votes and two No votes requiring:

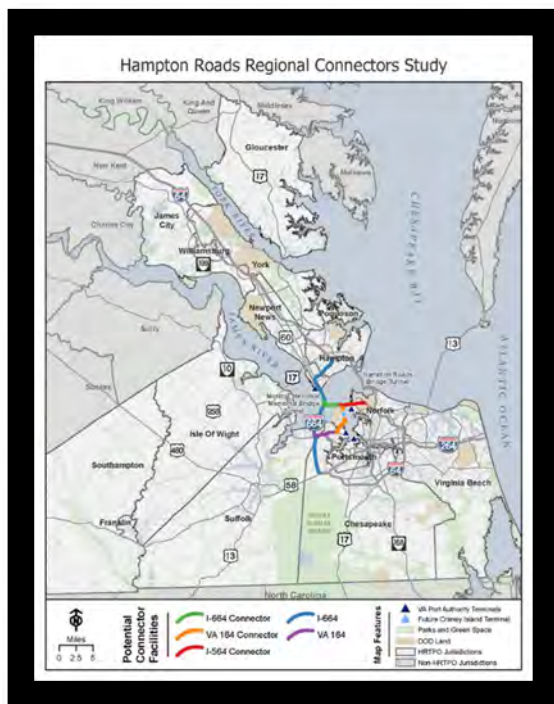
- an estimated cost/per additional alternative (beyond 10)
- an inquiry as to the availability of additional funds from HRTAC for such study

RCS on Temporary Pause: July 2021 – September 2021

Since the June 30, 2021, Joint Steering (Policy) Committee/Working Group meeting, Robert Crum, HRPDC/HRTPO Executive Director has been working to resolve notable issues and develop a path forward to complete the RCS.

Joint Steering (Policy) Committee and Working Group Meeting 10/12/2021

APPENDIX A – STUDY AREA



Appendix B: Funding

Description Budget/Cost

Phase 1	\$359,497
Phase 1 (Supplement)	\$3,784
Phase 2 (Interim)	\$779,199
Phase 2 (Supplement)	\$709,637
Phase 2 (Supplement Omission)	\$96,746
Phase 3	\$4,062,710
Subtotal amount (Consultant)	\$6,011,573
Contingency	\$80,638
Total Amount (Consultant)	\$6,092,211
RCS Project Coordination	\$322,000
HRTPO staff expenses	\$535,756
Grand Total	\$6,949,967

Funded by HRTAC, Administered by HRTPO

