

September 8, 2023

**Memorandum #2023-125**

**TO: Regional Connectors Study Steering (Policy) Committee and Working Group**

**BY: Camelia Ravanbakht, RCS Project Coordinator**

**RE: RCS Steering (Policy) Committee and Working Group Joint Meeting –  
September 15, 2023**

A joint meeting of the Regional Connectors Study (RCS) Steering (Policy) Committee and Working Group has been scheduled for Friday, September 15, 2023, beginning at 12:30 PM. The agenda and related materials are attached. This meeting will be held in person in Boardroom A/B of the Regional Building located at [723 Woodlake Drive, Chesapeake, VA 23320](#).

/cm

Attachments

## **RCS Steering (Policy) Committee and Working Group Members**

### **Voting Members:**

#### **Steering (Policy) Group**

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

#### **Working Group**

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

### **Staff:**

Bob Crum (HRTPO)  
Pavithra Parthasarathi (HRTPO)  
Rob Case (HRTPO)  
Keith Nichols (HRTPO)  
Dale Stith (HRTPO)  
Kyle Gilmer (HRTPO)  
Greg Grootendorst (HRPDC)

### **Nonvoting Members:**

Ivan Rucker (FHWA)  
Rick Dwyer (HRMFFA)  
Kevin Page (HRTAC)  
Lesley Dobbins-Noble (USACE)  
Col. Brian Hallberg (USACE)  
George Janek (USACE)  
Keith Lockwood (USACE)  
Robert Pruhs (USACE)  
Wayne Barnes (USCG)  
Zack Hoekwater (USCG)  
Michael King (USN)  
Chris Hall (VDOT)  
Sandra Kochersperger (VDOT)  
Stephen Edwards (VPA)  
Barbara Nelson (VPA)

### **Project Coordinator:**

Camelia Ravanbakht

### **Project Consultants:**

Lorna Parkins  
Paul Prideaux



**Agenda**  
**Regional Connectors Study**  
**Joint Steering (Policy) Committee and Working Group Meeting**  
**Friday, September 15, 2023**  
**12:30 PM – 2:00 PM**

**The Regional Building, Regional Board Room A/B**  
**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 16, 2023, Joint Steering (Policy) Committee and Working Group Meeting

Attachment 4 – Summary Minutes of June 16, 2023

**Recommended Action:** Approve Summary Minutes of June 16, 2023, Meeting

- 5. Regional Connectors Study: Phase 3: Public Engagement Plan Recap**

Lorna Parkins (MBI) Project Co-Manager

The Public Engagement Plan, developed by the consultant team, includes two rounds of public meetings and a Regional Connectivity Symposium.

**A) Public Meetings – Round 1: January – March 2023 - Completed**

**B) Regional Connectivity Symposium – May 25, 2023 - Completed**

**C) Public Meetings – Round 2: Summer 2023 - Completed**

- Pop-Up meetings – July 2023:  
July 18 (Hampton), July 19 (Chesapeake), and July 20 (Virginia Beach)

- Open House meetings – July/August 2023:  
July 31 (Newport News), August 1 (Norfolk), August 2 (Portsmouth) and August 3 (Suffolk)
- Online Open House – August 16- 31, 2023

Ms. Parkins (MBI), RCS Project Co-Manager, will brief the Joint Committee on this item.

#### **6. Regional Connectors Study Phase 3 – Step 4: Final Documentation and Recommendations (Action Requested)**

Lorna Parkins (MBI) and Paul Prideaux (MBI), RCS Project Co-Managers

At the last Joint Steering (Policy) and Working Group Meeting of June 16, 2023, Ms. Parkins provided the following summary:

- An overview of the RCS work accomplishments from 2018 to 2023 including Phase 1, Phase 2, and Phase 3 Tasks. She briefly reviewed each phase of the study and the public engagement activities conducted during the last five years.
- Results of Congestion Evaluation, Economic Benefits, and Traffic Operations Analysis
- Segment Tiering:
  - Tier I contains Segment 1a (I-664 Widening) and Segment 2 (VA 164 Widening).
  - Tier II contains Segment 3 (VA 164 Connector), Segment 4 (I-664 Connector), and Segment 5 (I-564 Connector).

Tier I segments would be recommended for the HRTPO to evaluate for the fiscally constrained 2050 Long Range Transportation Plan (LRTP), while Tier II segments would be recommended for consideration in the Regional Transportation Vision Plan. The Voting Members approved the recommendations of Tier I and Tier II segments.

Since the last Joint Meeting, the Consultant Team has been diligently working to conduct the July/August scheduled public meetings and complete the final technical documentation of the Study. The documentation will be released for public review and comment in advance of the September 15<sup>th</sup> Joint Meeting.

For a copy of the final technical report, please use the link below:

[https://connectorstudy.org/wp-content/uploads/2023/09/20230901\\_RCS\\_TechnicalGuidePhaseIII-Final-Draft\\_red.pdf](https://connectorstudy.org/wp-content/uploads/2023/09/20230901_RCS_TechnicalGuidePhaseIII-Final-Draft_red.pdf)

Ms. Parkins (MBI) and Mr. Prideaux (MBI) will brief the Joint Committee on this item.

**Recommended Actions:**

- Approve the RCS Phase 3 Final Technical Report, pending no adverse public comments received.
- Recommend HRTPO Board endorsement of the RCS Phase 3 Final Technical Report.

**7. For Your Information**

RCS Diary of Key Decision Points: 2017 to Present

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 approved key action Items.

Attachment 7 – RCS Diary September 2023 Update

**8. Other Items of Interest**

**9. Adjournment**

**Regional Connectors Study  
Joint Steering (Policy) Committee & Working Group Meeting Minutes  
June 16, 2023, 1:00 pm**

Steering (Policy) Committee

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

Donnie Tuck (HA)  
Martin Thomas (NO)  
Shannon Glover (PO)  
Mike Duman (SU)  
Robert Dyer (VB)

The following voting members were absent from the meeting (alphabetically by city):

Rick West (CH)  
Phillip Jones (NN)

Working Group

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

Troy Eisenberger (CH)  
Jason Mitchell (HA)  
Jason Souders (SU)

The following voting members were absent from the meeting (alphabetically by city):

Bryan Stilley (NN)  
Deborah Mangiaracina (NO)  
James Wright (PO)  
Ric Lowman (VB)

## Others

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

Dorian Allen (Norfolk)  
Rob Case (HRTPO)  
Rob Cofield (HRPDC/HRTPO)  
Robert A. Crum, Jr. (HRPDC/HRTPO)  
Mitzi Crystal (VDOT)  
Rick Dwyer (HRMFFA)  
Kyle Gilmer (HRTPO)  
Michael King (US Navy)  
Sandra Kochersperger (VDOT)  
Karen McPherson (McPherson Consulting)  
Barbara Nelson (VPA)  
Keith Nichols (HRTPO)  
Todd Nichols (HRMFFA)  
Kevin Page (HRTAC)  
Lorna Parkins (Michael Baker Intl.)  
Pavithra Parthasarathi (HRTPO)  
Paul Prideaux (Michael Baker Intl.)  
Camelia Ravanbakht (RCS Project Coordinator)  
Lisa Simpson (Newport News)  
Dale Stith (HRTPO)  
Joe Strange (Michael Baker Intl.)  
Eric Stringfield (VDOT)  
Jeff Swallow (USACE)  
Cathie Vick (Port of Virginia)

The following others were viewing the meeting online near the meeting end (by last name):

Brandon Irvine  
Claudette Lajoie  
Naomi Stein  
Bill Thomas  
Allison Van Twisk

## **1. Call to Order**

Steering committee chair Mayor Robert Dyer called the meeting to order at 1:00 p.m.

## **2. Welcome and Introductions**

Mr. Robert Crum, HRTPO Executive Director, did a roll call of both the Steering (Policy) Committee and Working Group.

## **3. Public Comment Period**

There were no public comments.

## **4. Minutes**

The February 13, 2023, minutes were approved with Mayor Glover (Portsmouth) making the motion and Mayor Tuck (Hampton) seconding the motion.

## **5 and 6. Phase 3 – Step 3: Congestion Evaluation and Economic Impacts of Tier I (item 5) and Tier II Segments; Traffic Operations Analysis (item 6)**

Lorna Parkins (MBI) and Paul Prideaux (MBI), RCS Project Co-Managers, presented slides summarizing overall project accomplishments and covering these congestion/economics and operations topics.

The voting members approved the results of Scenario Planning, Congestion Benefits, and Economic Impacts of Bundles B, C, and D (item 5); and the results of the Traffic Operations Analysis (item 6) with Vice-Mayor Thomas (Norfolk) making the motion and Mayor Duman (Suffolk) seconding the motion.

## **7. Phase 3 – Public Engagement Plan**

Lorna Parkins (MBI) presented slides reviewing completed meetings—Public Meetings (Round 1), January-March 2023; and Regional Connectivity Symposium, May 25, 2023—and upcoming meetings—Public Meetings (Round 2), Summer 2023.

Chair Dyer (Virginia Beach) commented on the importance of the study to plan for potential growth in the region. Chair Dyer also indicated how congestion could impact military readiness. He stressed as we move forward there is a need to make the military a focal point.

Mayor Glover (Portsmouth) agreed with the importance of the study to reduce congestion but reminded the members of the adverse impacts of some of these regional projects/tolls have had on the city of Portsmouth. He reminded the leaders to be mindful and fair in the process as we move forward.



Bob Crum (HRTPO) indicated as the recommended projects are being sent forward to the Long-Range Transportation Plan (LRTP) process, the HRTPO will consider all the public comments, issues and comments discussed today by the members.

#### **8. For Your Information**

The RCS Diary of Key Decision Points was attached to the agenda.

#### **9. RCS Next Meeting**

The next meeting is planned for October 2023 with date/time TBD.

#### **10. Other Items of Interest**

No items were presented.

#### **11. Adjournment**

Chair Dyer adjourned the meeting at 2:00 p.m.

A recording of the meeting is available on the HRTPO [website](#).

# Regional Connectors Study

## Summary of Key Decision Points

**Prepared By: Camelia Ravanbakht, PhD**  
**RCS Independent Project Coordinator**

**November 13, 2020**

Revised: December 2020, January 2021, February 2021, April 2021, May 2021, June 2021, October 2021, December 2021, April 2022, July 2022, September 2022, November 2022, February 2023, June 2023, September 2023.

**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, Mr. Keith Nichols, and Ms. Kathlene Grauberger 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 a 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 on 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:**

The 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 three 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 27<sup>th</sup> 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 about a decrease. Bill Thomas indicated that he intends to perform more checking of the modeling results.

The 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 if 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 MMMBT: 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 MMMBT: 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 8<sup>th</sup> 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



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*	
Terminal Avenue Interchange to I-664 Connector	4	6+2	4+4	MMMBT
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 twelve 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

Following the June 30, 2021, Joint Steering (Policy) Committee/Working Group meeting, Robert Crum, HRPDC/HRTPO Executive Director collaborated diligently with the Committee members to resolve notable issues and develop a path forward to complete the RCS.

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

#### **Item #5: RCS Background and Recommended Path Forward:**

Robert Crum, HRPDC/HRTPO Executive Director made a presentation on the path forward for the RCS. He began his presentation by introducing the consultant's new project leadership – Lorna Parkins and Paul Prideaux – and by highlighting the mandated segments and the past philosophy of the study.

Mr. Crum noted that he met with members of the Steering (Policy) Group after the June meeting. In these discussions he heard that some of the options in the RCS may not be constructed for decades; technology, community growth, and needs will evolve over time; there are questions and concerns

about some segments but it's too early to eliminate them at this stage, the RCS should determine each segment's advantages and disadvantages, and ready-to-go projects shouldn't be slowed down.

Mr. Crum stated that HRTPO staff and the consultant team believe that retaining certain segments through the next stage of analysis can be accomplished without the need for additional funding. He added that each of these segments would be advanced to the next phase of this study, where an analysis would be completed on the degree to which each segment addresses the needs of the region.

Mr. Crum added that the cost, constructability, permitability and congestion relief of the various segments will be evaluated, and the various segments will be ranked using this evaluation and staged based on project readiness.

Mr. Crum concluded his presentation by noting the following potential category groupings:

- Those segments that are ready for advancement should be recommended for consideration in the fiscally constrained portion of the Hampton Roads 2050 Long-Range Transportation Plan.
- Those segments which require further refinement and maturation will be recommended for consideration in the 2050 Vision Plan as projects requiring further evaluation for permitability and constructability.
- Those segments that due to technical issues or other items will be retained but will warrant further consideration by the community at the appropriate time.

**Motion:** Mayor Dyer (Virginia Beach) made a motion to approve the recommended path forward and Mayor Duman (Suffolk) seconded. The motion was unanimously approved.

#### **Item #6: RCS: Proposed Approach to Study Completion**

Lorna Parkins (MBI) RCS Project Co-Manager noted that the mandated study segments have not changed. The updated methodology will simply sort the segments into chronological tiers based on readiness and known challenges associated with construction and permitting. She added that the updated Phase 3 Process will establish a tiering framework, apply the framework to tier the segments, evaluate congestion relief and finalize segments tiers, and provide the information for the 2050 LRTP and prioritization process.

Ms. Parkins added that there will be three tiers. Tier 1 will have favorable constructability, permitting and readiness; Tier 2 will have favorable or mixed constructability and permitting but less favorable readiness; and Tier 3 will be challenged for constructability and permitting and a higher degree of uncertainty.

Ms. Parkins noted that individual segments will be organized into bundles for analysis, and the congestion relief evaluation will include as many as three logical bundles for evaluation. The consultant team will evaluate congestion relief and other system effects of the bundles, and the evaluation results will finalize the tiering of the segments.

Mr. Jackson (Portsmouth) mentioned that the Working Group has had a strong role in the study to this point and asked if the Working Group will continue to have this role moving forward. Mr. Crum (HRTPO) replied that the Working Group will continue to be key in the technical work of the study. Mr. Crum (HRTPO) also noted that committee members indicated a preference for more Joint Steering (Policy) and Working Group meetings moving forward.

### **Joint Steering (Policy) Committee and Working Group Meeting 12/07/2021 – Cancelled**

## **2022**

### **Joint Steering (Policy) Committee and Working Group Meeting 01/11/2022**

#### **Item# 5. Regional Connectors Study (RCS): Scope of Work and Schedule Update:**

Ms. Lorna Parkins, RCS Co-Project Manager, briefed the Joint Committee members on the updated scope of work and schedule associated with the RCS. She stated that the updated methodology approved by the Steering Committee at the October 21, 2021, meeting will be used to evaluate and sort the RCS segments into chronological tiers based on readiness and known challenges associated with construction and permitting. She then provided a summary of the following three tiers:

- Tier 1
  - Favorable constructability and permitting
  - Favorable readiness
- Tier 2
  - Favorable or mixed constructability and permitting
  - Less favorable readiness
- Tier 3
  - Currently challenged for constructability and permitting
  - Higher degree of uncertainty/requires additional information

**The updated Study process will consist of four steps:**

- Step 1 – Draft Segment Tiering (3 months)
  - Qualitative assessment of construction, permitting, and readiness
- Step 2 – Final Segment Tiering (3 months) – to include updating the RCS 2045 Baseline Network
  - Congestion reduction evaluation
  - Revised design and cost estimation
- Step 3 – Full recommendations to the HRTPO (6 months)



- Scenario analysis
- Traffic operations analysis
- Step 4 – Final Report (4 months)
  - Public engagement and documentation

Ms. Parkins stated that the consultant team will come back to the Joint RCS at the beginning of Step 2 to determine if any projects need to be added to the base network. She noted that although the schedule is tight, the consultant team should be able to make the original study completion date of June 2023.

Mr. Carl Jackson (Portsmouth) asked whether the Joint RCS was being asked to consider approving the updated study process or the baseline network. Ms. Parkins replied that the Joint RCS will be asked to vote on the updated study process.

Mayor Donnie Tuck (Hampton) stated that there were possible funding earmarks that may be brought forth from Congress and inquired about the status of the earmarks. Mr. Kevin Page, HRTAC Executive Director, replied that he was unaware of any federal funding at this time.

**Motion:** Mayor Rick West (Chesapeake) Moved to approve the revised RCS Scope of Work and Schedule; seconded by Mayor Donnie Tuck (Hampton). The Motion Carried.

**Item# 6. Regional Connectors Study: Draft Evaluation Measures for Segment Tiering**

Ms. Lorna Parkins stated that as noted in her previous presentation regarding the revised scope of work, the mandated RCS segments will be evaluated utilizing the following criteria:

- Permitting Issues
- Construction Complexity
- Project Readiness
- Congestion Relief

Ms. Parkins noted that the consultant team has developed a series of draft measures and factors for evaluating the mandated segments on the first three criteria. She summarized each criterion and stated that this evaluation will provide a comprehensive understanding of the mandated segments including impacts to community residents and businesses, environmental justice populations, regional economic drivers, and the environment.

She indicated that the outcome of this evaluation will provide logical information, supported by qualitative and quantitative observations, which will support the initial draft designation of the mandatory segments into three tiers as described in the revised scope of work.

Ms. Amy Inman (Norfolk) inquired as to the quality of evaluating the segments with these measures based on unknown traffic impacts. Ms. Parkins acknowledged that there are unknown factors; however, the impacts on the segment alignments will be initially based on the current level of engineering.

**Motion:** Mayor Rick West (Chesapeake) Moved to approve the draft Evaluation Measures; seconded by Mayor Donnie Tuck (Hampton). The Motion Carried.

### Joint Steering (Policy) Committee and Working Group Meeting 04/26/2022

#### **Item# 5. Regional Connectors Study (RCS): Qualitative Evaluation of Mandated Segments and Segment Bundling (Action Requested)**

At the January 11, 2022, Joint Meeting, the Steering Committee approved a four-step process for moving forward. Ms. Lorna Parkins, RCS Co-Project Manager (MBI), presented the results of Step 1 “Qualitative Evaluation of Mandated Segments and Bundling of Segments”. Dale Stith (HRTPO) provided the members with a quick review of the HRTPO long-range transportation planning process.

Ms. Parkins described the assumed characteristics of the five mandated segments analyzed, and presented qualitative findings for each segment in the following categories:

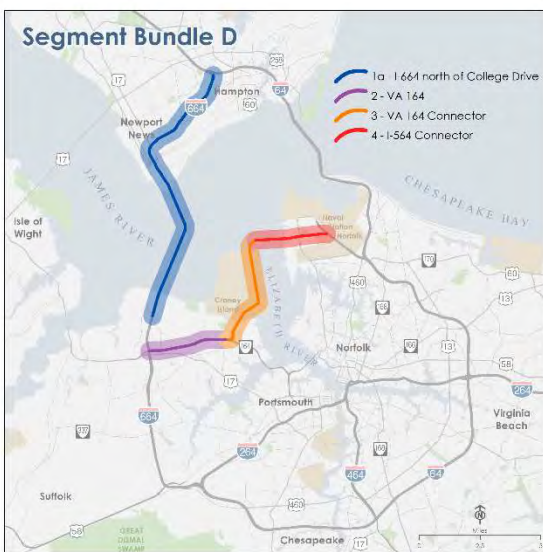
- Construction Complexity
- Permitting Issues and Key Environmental Impacts
- Project Readiness
  
- ✓ Carl Jackson (Portsmouth) expressed concern about possible undercounting of property takes for the VA 164 Widening segment.
- ✓ Concerning the I-664 Connector segment, Lesley Dobbins-Noble (COE) suggested a high impact rating due to the Section 408 process for Craney Island.
- ✓ Concerning the VA 164 Connector segment, Steve Jones (Naval Station Norfolk) asked whether it had been changed to at-grade where it crosses the fuel depot.
- ✓ Kevin Page (HRTAC) noted that a crash wall is not required in the 99-year railroad permit. He also suggested that the southern portion of the I-664 segment—included in HRTAC’s 2045 long-range plan of finance (to be approved by HRTAC in June) be considered “a given” and to be included in the RCS 2045 “baseline”.
- ✓ Ms. Parkins noted that that is one of her recommendations.
- ✓ Mayor Price (Newport News) mentioned that VDEQ is studying the air-quality effects of the coal piles which may be impacted by widening of the northern portion of I-664.

Ms. Parkins presented recommended bundling of segments (four bundles) to be used in the measurement of benefits in the congestion relief evaluation and economic impacts analysis.

Recommendations for approval:

- Placing the southern portion of the I-664 segment in the RCS 2045 “baseline”.
- Bundling segments into four bundles (A, B, C, and D, as shown below) for analysis of benefits.

**Motion:** Mayor Tuck (Hampton) moved to approve the above recommendations; seconded by Mayor Dyer (Va. Beach). The motion carried.



## Joint Steering (Policy) Committee and Working Group Meeting 08/09/2022

### **Item #5. Regional Connectors Study: Step 1: Qualitative Evaluation of Mandated Segments and Segment Bundling – Comments and Responses**

Ms. Parkins discussed the Phase 3 Process Graphic and noted that the study is currently in Step 2 which includes the congestion reduction evaluation, revised design, and cost estimation. At the end of Step 2 draft segments will be tiered, which will be followed by public meetings.

Ms. Parkins reminded the group of the definition of project segments vs. bundles, followed by how segments will be classified using tiers. Tier 1 will include segments that are ready for advancement and recommended for consideration in the HRTPO 2050 LRTP. Tier 2 will include segments which require further refinement and will be recommended for consideration in the HRTPO 2050 Vision Plan. Tier 3 will include segments that due to technical challenges and uncertainties will be further developed at an appropriate time in the future.

Ms. Parkins detailed the comments that were received from committee members on the mandated segments. These comments include:

- The City of Portsmouth provided comments on the VA 164 Widening, including recommending further refinement of alignment assumptions, looking at local impacts and local opposition, analyzing stormwater management concerns, and incorporating Environmental Justice concerns.
- The Navy provided comments on the VA 164 Connector. These comments reflect the security requirements of the Navy Fuel Depot and fuel pipeline facilities, and also the strategic nature of both the Fuel Depot and the Colonial Pipeline.
- The Navy also provided comments on the I-564 Connector. These comments include the security requirements of the Navy Fuel Depot, height restrictions due to flight paths, security concerns at Gate 6 and at Piers 1-3, and changing assumptions for the ATI interchange along the I-564 Intermodal Connector.
- The US Army Corps of Engineers (USACE) Operations provided comments on the VA 164 Connector. These included updated data on Craney Island, concerns on Craney Island operations, and Section 408 permit requirements.
- The USACE Regulatory also provided comments, including comments on independent utility, future permitting requirements, wetland impacts and remediation, Environmental Justice concerns, and endangered species evaluations.
- The Port of Virginia provided comments supporting the VA 164 and I-564 Connectors. They also noted that security concerns can be resolved during later stages of project development after further planning and conceptual design.

Ms. Parkins added that it is very helpful to receive all these comments, particularly for constructability, permitting, and readiness considerations.

No Action was required for this item.

## **Item #6. Regional Connectors Study: Step 2 – Congestion Reduction Evaluation and Economic Impacts Analysis**

Mr. Prideaux introduced the topic by noting that Michael Baker used the HRTPO 2045 Regional Travel Demand Model to evaluate improvements. They looked at both regionwide results and results at key facilities and prepared a summary of economic results.

Mr. Prideaux discussed the segment bundles that were analyzed:

- Segment Bundle A is comprised of Segment 1a (I-664 north of College Drive).
- Segment Bundle B is comprised of Segment 1a (I-664 north of College Drive) and Segment 2 (VA 164)
- Segment Bundle C is comprised of Segment 1a (I-664 north of College Drive), Segment 4 (I-564 Connector), and Segment 5 (I-664 Connector)
- Segment Bundle D is comprised of Segment 1a (I-664 north of College Drive), Segment 2 (VA 164), Segment 3 (VA 164 Connector) and Segment 4 (I-564 Connector)

Mr. Prideaux noted that Segment 1b (I-664 south of College Drive) was included in the 2045 RCS Baseline Network, based on a decision made at the last RCS meeting.

Mr. Prideaux provided highlights on the congestion analysis for the regionwide results. He noted that total regional travel levels are similar for the 2045 baseline and all four bundles, but vehicle-hours of travel and delay are reduced with all four bundles because of reduced congestion. He also noted that Bundles C and D have the greatest benefit on vehicle-hours of travel and delays. Mr. Prideaux added that Bundles C and D have the largest reduction in the share of congested travel, which would lead to improved travel time reliability.

Mr. Jackson (Portsmouth) asked if we could further determine whether Bundle C or Bundle D would have the greatest reduction in congestion. He expressed his concern that Bundle D has many more issues than Bundle C. Mr. Prideaux and Ms. Parkins replied that they would provide further analysis of these bundles with the upcoming cost effectiveness analysis.

Ms. Parkins provided a summary of the economic impact analysis. She highlighted the societal benefits of each Bundle in 2045 relative to the 2045 baseline conditions and noted that Bundle D had the highest societal benefits, largely due to time and reliability savings. Ms. Parkins also highlighted the regional economic impact in 2045 relative to 2045 baseline conditions, in terms of increase in the Gross Regional Product. Bundle D has the most cumulative benefit, with most of that being due to impacts of Segment 1a.

Mayor Price (Newport News) asked if we could determine how certain potential large economic development projects that could increase housing and population levels would impact congestion. Ms. Parkins replied that this will be looked at as part of the scenario analysis, with the three scenarios of Greater Growth on the Water, in Urban Centers, and in Suburban Centers.



Mr. Crum (HRTPO) mentioned the escalating costs of the HRBT project through the years and noted that there are costs associated with waiting. Mr. Crum (HRTPO) asked if we could get into these costs of waiting in the RCS in terms of escalating construction costs. Mayor Price (Newport News) added that escalating costs through the years was also an issue for the CBBT project. Ms. Parkins replied that their team will think about how to represent this opportunity cost in the study.

Mr. Stringfield (VDOT) asked if all the bundles include Bundle A, which improves the Monitor-Merrimac Memorial Bridge tunnel. Ms. Parkins replied that yes, all four bundles include improvements at the tunnel. Ms. Parkins added that they have been coordinating with HRSD in terms of the proposed alignment of improvements to I-664.

Mayor Tuck (Hampton) asked about increasing costs and the ability to fund projects now versus years in the future. Mr. Crum (HRTPO) replied that this is a conversation for this group to have with the HRTPO Board as the study progresses with costs provided by the consultant. Ms. Parkins added that there is about a year left remaining on the study, and then that question should be addressed in the HRTPO Long-Range transportation planning process.

No Action was required for this item.

#### **Item #7. Regional Connectors Study: Phase 3: Public Engagement Plan – Proposed Outreach Plan**

Ms. Parkins introduced the proposed outreach plan by noting that strategies have changed due to the pandemic. She noted that the plan no longer is to take a preferred alternative to the public, but rather to take the tiering of projects to the public. The plan is now for a more hybrid approach. This will include four in-person meetings (Lower Peninsula, Norfolk, Suffolk, and Portsmouth), three pop-up meetings (including events spread out geographically), and more online engagement to reach those unable to attend in-person meetings.

Ms. Parkins highlighted maps showing demographics and transit routes to help with determining the four proposed meeting locations.

Mr. Stringfield (VDOT) asked about online engagement, and whether they are planning to run an online survey to accompany each public meeting or are they planning to run a single survey throughout the entire public involvement period. Ms. Parkins replied that public meetings will be at the front end of the public involvement period and that the survey will continue to be available afterward for the full public involvement period.

Mayor Glover (Portsmouth) noted that public meetings in that area of Portsmouth are typically held at Churchland High School, since it is a larger venue.

Ms. Parkins wrapped up the presentation by noting that a discussion of possible locations for pop-up meetings, such as at fall festivals, will be discussed at the next meeting.

No Action was required for this item.

## Joint Steering (Policy) Committee and Working Group Meeting 09/27/2022

### **6. Phase 3: Step 2 – Cost Estimation and Revised Design: Draft Segment Tiering (Action Item)**

Ms. Parkins provided a brief overview of the Qualitative Analysis (Step 1) of the five mandated segments. She reviewed the segments and segment bundles which will be later used in the segment tiering process.

Mr. Prideaux provided a brief update on the Quantitative Analysis (Step 2) of the five mandated segments. He indicated that the Quantitative Analysis includes three elements: Congestion Benefits, Economic Impacts, and Cost estimates. He mentioned the congestion benefits and economic impacts were reviewed at the August 9, 2022, Joint Meeting. He then reviewed the cost for each of the mandated segments and indicated the methodology was based on VDOT's Cost Estimating Program (PCES).

To avoid presenting information twice—once today, and once again with a quorum present—after discussion and consensus, Mayor Price adjourned the meeting at approximately 10:30 a.m. Mr. Crum said that he would check the calendars of the mayors and schedule a meeting to conduct the business planned for today's meeting.

## Joint Steering (Policy) Committee and Working Group Meeting 11/17/2022

### **5. Regional Connectors Study Phase 3: Step 2 – Draft Segment Tiering**

Ms. Parkins provided a definition of the three tiers. Segments in Tier I would be ready for advancement and recommended for consideration in the fiscally constrained portion of the 2050 Long Range Transportation Plan (LRTP). Tier II segments would require further refinement and would be recommended for consideration in the 2050 Transportation Vision Plan. Tier III segments will be further developed in the future due to technical challenges and uncertainties. Ms. Parkins wrapped up her presentation by noting that based on the quantitative and qualitative analyses, the consultant team recommends Segments 1a (I-664 Widening) and 2 (VA 164 Widening) for Tier I and Segments 3 (VA 164 Connector), 4 (I-664 Connector), and 5 (I-564 Connector) for Tier III.

**Motion:** Following an extensive discussion on the recommended segment tiering, the Steering (Policy) Committee and Working Group unanimously approved a motion to direct the consultant to move forward with two tiers: Tier I would remain the same and contain Segments 1a and 2. Tier II and Tier III would be combined into one tier (referred to as Tier II) and would contain Segments 3, 4, and 5. Tier I projects would be recommended for consideration in the fiscally constrained 2050 LRTP, while Tier II segments would be recommended for consideration in the 2050 Vision Plan.

Vice-Mayor Thomas (Norfolk) made the motion and Mayor West seconded the motion. The motion was unanimously approved.

### **6. Regional Connectors Study Phase 3: Step 3 – Scenario Analysis**

Ms. Parkins (MBI) introduced the scenario analysis and provided a description of the three greater growth scenarios. She added that the consultant team had recommended that the analysis be applied to two scenario bundles from Tier I and II segments – Bundle A (Segment 1a – I-664/MMMBT) and Bundle B (Segment 1a plus Segment 2 - VA 164). However, she added that this wording will need to be revisited now that Tiers II and III have been combined.

Mayor Price (Newport News) made a recommendation not to further study Segments 3, 4, and 5 at this point.

Ms. Vick (VPA) replied that, while we perhaps don't need to do an operational analysis on those segments, a stress test of future growth should still be completed.

**Motion:** A motion was made for the consultant to move forward with scenario planning on three bundles, including Bundles A and B. The consultant will consider the segments to include in the third bundle based on the technical team's professional judgement. However, the consultant will only complete a traffic operational analysis on Bundles A and B.

Mayor West made the motion and Vice-Mayor Thomas seconded the motion. The motion was unanimously approved.

## **Joint Steering (Policy) Committee and Working Group Meeting 02/13/2023**

### **6. Regional Connectors Study Phase 3 – Step 3: Congestion Evaluation and Economic Impacts of Tier I and Tier II Segments**

Ms. Parkins reminded the attendees of the actions taken at the November 17, 2022, Joint meeting, specifically the segments recommended for Tier I and II. The consultant team was directed to analyze three bundles of Tier I and II segments in the scenario analysis and Tier I segments in the traffic operations analysis.

For scenario analysis, Ms. Parkins compared the 2045 Baseline and three Greater Growth Scenarios (reflecting employment growth and increase in population). Greater growth scenarios reflect two times the employment growth from 2015-2045 and the associated increase in population growth. Ms. Parkins noted that the consultant team selected Bundles B, C, and D for the scenario analysis.

Ms. Parkins highlighted the congestion and economic results:

- Bundle B (Tier I segments) consistently delivers the best results



- Total travel time is impacted more by the land use scenarios than the bundles
- There is more congestion overall with greater growth scenarios
- With greater congestion, scenarios show additional benefits from the segments

Regarding societal benefits, Bundle D has the greatest total economic value in 2045 among the bundles across all scenarios except the suburban scenario, where bundle C performs best. Moreover, greater growth along the water or suburban areas tends to enhance the benefits of the segments (regardless of which bundle is selected).

Mr. Jackson (Portsmouth) said it would be nice to see the benefits specific to congestion relief of Bundle C to Bundle B. Ms. Parkins noted that the documentation would include all the details.

### **7. Regional Connectors Study Phase 3: Public Engagement - Summary of Public Meetings**

Ms. Parkins provided an update on public engagement; three pop-ups were held in January, and four open houses were held in February, with 68 people attending. The public comments centered on the themes listed below. Additionally, many questions and conversations with the public focused on project development and timelines.:

- Congestion
- Tolls
- Alternatives to personal vehicles
- Environment
- "Benefits and Burdens" feedback
- Project timelines

Mayor Tuck (Hampton) asked a question about the segments included in Tier II. Mayor Tuck acknowledged that including the Tier II segments in the 2050 Vision Plan allows the projects to be potentially funded in the future. Mayor Tuck's question was about balancing the advancement of these projects with the concerns raised by stakeholders.

Ms. Parthasarathi (HRTPO) discussed the rationale for including the Tier II segments in the Vision Plan, noting that it allows opportunities for studies/future funding that would be required before these projects can be advanced to construction.

Ms. Parkins mentioned modifications in certain segment alignments incorporated into the analysis and factored into cost estimates.

Chair Dyer (Virginia Beach) stressed the importance of identifying barriers (Navy's concern over how I-564/664/164 Connectors would impact the Navy's facilities, connecting the Connectors to the region's Express Lanes) to success.

## **Joint Steering (Policy) Committee and Working Group Meeting 06/16/2023**

### **5 and 6. Phase 3 – Step 3: Congestion Evaluation and Economic Impacts of Tier I (item 5) and Tier II Segments; Traffic Operations Analysis (item 6)**

Lorna Parkins (MBI) and Paul Prideaux (MBI), RCS Project Co-Managers, presented a summary of overall project accomplishments and reviewed the results of congestion evaluation, economic impacts, and traffic operations analysis. The voting members approved the results of Scenario Planning, Congestion Benefits, and Economic Impacts of Bundles B, C, and D (item 5); and the results of the Traffic Operations Analysis (item 6) with Vice-Mayor Thomas (Norfolk) making the motion and Mayor Duman (Suffolk) seconding the motion.

### **7. Phase 3 – Public Engagement Plan**

Lorna Parkins (MBI) provided a summary from:

- Public Meetings (Round 1), January-March 2023;
- Regional Connectivity Symposium, May 25, 2023 and
- Upcoming Public Meetings (Round 2), Summer 2023.

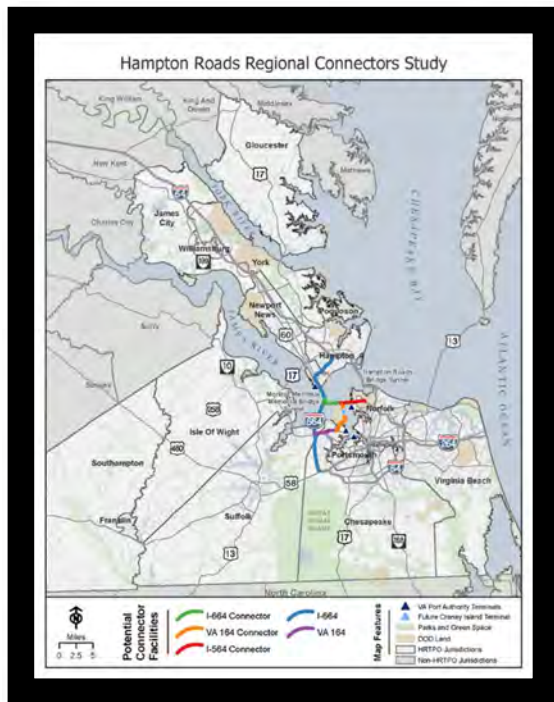
Chair Dyer (Virginia Beach) commented on the importance of the study to plan for potential growth in the region. Chair Dyer also indicated how congestion could impact military readiness. He stressed as we move forward there is a need to make the military a focal point.

Mayor Glover (Portsmouth) agreed with the importance of the study to reduce congestion but reminded the members of the adverse impacts of some of these regional projects/tolls have had on the city of Portsmouth. He reminded the leaders to be mindful and fair in the process as we move forward.

Bob Crum (HRTPO) indicated as the recommended projects are being sent forward to the Long-Range Transportation Plan (LRTP) process, the HRTPO will consider all the public comments, issues and comments discussed today by the members.



# 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
<b>Grand Total</b>	<b>\$6,949,967</b>

Funded by HRTAC, Administered by HRTPO

