

April 2, 2021

**Memorandum #2021-54**

**TO: Regional Connectors Study (RCS) Working Group**

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

**RE: Regional Connectors Study Working Group Meeting – April 8, 2021**

Attached is the agenda for the **Regional Connectors Study Working Group** meeting scheduled for **Thursday, April 8, 2021 at 1:30 p.m.**

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 working group members, staff, and the general public, the Regional Connectors Study Working Group meeting will be held electronically.

Members of the public are invited to address the RCS Working Group. Due to the COVID-19 crisis, interested persons may submit comments in advance of the meeting by email to [kmiller@hrtpo.org](mailto:kmiller@hrtpo.org) or phone (757) 366-4370. Each oral comment is limited to three minutes. All comments received 48 hours before the meeting will be provided to the RCS Working Group Members and included in the official record.

CR/kl

Attachments

## **Regional Connectors Study (RCS) Working Group**

### **RCS WG Voting Members:**

Troy Eisenberger (CH)  
Jason Mitchell (HA)  
Bryan Stilley (NN)  
Brian Fowler (NO)

James Wright (PO)  
Jason Souders (SU)  
Ric Lowman (VB)

### **RCS WG Nonvoting Members:**

Jason Flowers (Army Corps)  
George Janek (Army Corps)  
Robert Pruhs (Army Corps)  
Ivan Rucker (FHWA)  
Kevin Page (HRTAC)  
Tim Dolan (US Coast Guard)

Gene Leonard (US Coast Guard)  
Michael King (US Navy)  
Pamela Phillips (VDOT)  
Jennifer Salyers (VDOT)  
Kit Chope (VPA)  
Barbara Nelson (VPA)

### **RCS WG Other:**

Pat Jones (CH)  
Lynne Keenan (HA)  
Amy Inman (NO)  
Anne Doyle (NO)  
Robert Brown (NO)  
Deborah Mangiaracina (NO)  
Evandro Santos (NO)  
Angela Rico (NN)

Carl Jackson (PO)  
Cole Fisher (VB)  
Rick Dwyer (HRMFFA)  
Lori Sharp (PRRBIZ)  
COL Patrick Kinsman (US Army)  
Steve Jones (US Navy)  
Mark Shea (VB)  
Eric Stringfield (VDOT)

### **Staff:**

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

### **Project Coordinator:**

Camelia Ravanbakht

### **Project Consultants:**

Craig Eddy  
Lorna Parkins



## **Agenda**

### **Regional Connectors Study**

### **Working Group Meeting**

**Thursday April 8, 2021**

**1:30 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 working group members, staff, and the general public, the **Regional Connectors Study (RCS) Working Group** meeting will be held electronically. This electronic meeting is required to complete essential business on behalf of the region.

**1. Call to Order, Declaration re: Purpose of Meeting, and Roll Call**

**2. Welcome and Introductions**

**3. Public Comment Period**

Members of the public are invited to address the RCS Working Group. Due to the COVID-19 crisis, interested persons may submit comments in advance of the meeting by email to [kmiller@hrtpo.org](mailto:kmiller@hrtpo.org) or phone (757) 366-4370. Each oral comment is limited to three minutes. All comments received 48 hours before the meeting will be provided to the RCS Working Group members and included in the official record.

**4. Minutes (Action Requested)**

Summary Minutes from February 11, 2021 Working Group Meeting

Attachment 4

**Recommended Action:** For Approval

## **5. Regional Connectors Study: (Action Requested)**

### **Phase 3 - Task 2 - Development of Preliminary Alternatives - Craig Eddy, MBI**

At the February 11, 2021 Working Group Meeting, the Consultant Team provided the group with a presentation on several travel demand model runs from the 2045 Baseline and Alternatives 2, 3, and 5. The presentation also included a summary from two meetings separately conducted on January 29 with the ACOE and the Navy and on February 5 with the Port of Virginia staff.

The Working Group members discussed the traffic volume results from each Alternative in comparison to the 2045 Baseline. Concerns were noted regarding the forecasted volumes and the Consultant Team agreed to review the network assumptions and rerun the alternatives. Furthermore, discussions focused on the feasibility of each Alternative along with issues and constraints expressed particularly for the southern portion of 164 Connector.

Following extended group discussions, the Working Group members voted to eliminate Alternative 5 and add two new alternatives, Alternatives 6 and 7, for the next step of modeling runs. The Working Group directed the Consultant Team to further evaluate Alternatives 2, 3, 6 and 7 and prepare results for the April meeting.

Mr. Craig Eddy (MBI), Project Manager, and the Consultant Team will provide a briefing on this item.

Attachment 5A – Alternatives 2, 3, 6, and 7

Attachment 5B – Preliminary results from the 2045 Baseline, Alternatives 2, 3, 6, and 7.

**Recommended Action:** Recommend Preliminary Alternatives for the Steering (Policy) Committee's Consideration/Approval at their May 25<sup>th</sup> Meeting.

## **6. For Your Information**

- A) RCS Diary: February 2021 Update – Attachment 6A
- B) Revised Schedule for Phase 3 - Attachment 6B

## **7. Meetings/Events**

### **A. Scheduled Working Group Virtual Meetings:**

- May 13, 2021 – 1:30 PM
- June 10, 2021 – 1:30 PM
- July 8, 2021 -1:30 PM
- August 12, 2021 – 1:30 PM
- September 9, 2021 – 1:30 PM

- October 14, 2021 – 1:30 PM

**B. Joint Steering (Policy) Committee and Working Group Meeting – Tuesday May 25, 2021 – 11:00 AM – 1:00 PM**

**8. Other Items of Interest**

**9. Adjournment**

**Regional Connectors Study  
Working Group Meeting Minutes  
February 11, 2021, 1:30 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.

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

Troy Eisenberger (Chesapeake)  
Lynne Keenan (Hampton)  
Angela Rico (Newport News)- came late  
Brian Fowler (Norfolk)  
Carl Jackson (Portsmouth)  
Jason Saunders (Suffolk)  
Ric Lowman (VB)

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

Jason Mitchell (Hampton) [Lynne Keenan represented Hampton]  
Bryan Stilley (Newport News) [Angela Rico represented Newport News]  
James Wright (Portsmouth) [Carl Jackson represented Portsmouth]

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

Rob Case (HRTPO)	Debbie Mangiaracina (Norfolk)
Anthony Donald (Michael Baker Intl.)	Barbara Nelson (POV)
Rick Dwyer (HRMFFA)	Keith Nichols (HRTPO)
Craig Eddy (Michael Baker Intl.)	Pavithra Parthasarathi (HRTPO)
Cole Fisher (Va. Beach)	Pamela Phillips (VDOT)
Tony Hofmann (Michael Baker Intl.)	Camelia Ravanbakht (RCS Coordinator)
George Janek (US Army COE)	Evandro Santos (Norfolk)
Steve Jones (US Navy)	Dale Stith (HRTPO)
Michael King (US Navy)	Eric Stringfield (VDOT)
Claudette Lajoie (Solstice Environmental)	

## **1. Call to Order**

Chair Bryan Stilley (Newport News) being absent, Troy Eisenberger (Chesapeake) called the meeting to order at 1:33pm, and read a COVID-19 notice. Pavithra Parthasarathi (HRTPO) read meeting rules.

## **2. Welcome and Introductions**

Camelia Ravanbakht (RCS Coordinator) called the roll.

## **3. Public Comment Period**

There were no public comments.

## **4. Minutes**

The Working Group approved the minutes of the January 14, 2021 Working Group meeting.

## **5. RCS: Phase 3, Task 2- Development of Preliminary Alternatives**

Craig Eddy (MBI) presented slides discussing:

- June 29, 2016 letter from Army Corps of Engineers regarding the Hampton Roads Crossing Study (HRCS) highway segments
- Sept. 19, 2016 letter from Navy regarding the HRCS highway segments
- Map showing the RCS segments
  - Craig said that—given the proposed Portsmouth landfill expansion—the southern portion of the VA 164 Connector is not feasible.
- Raw 2045 model volumes (for 17 key segments) for three alternatives:
  - Alt. 2: I-664 and VA 164
  - Alt. 3: I-664 and VA 164 plus I-664 Connector and I- 564 Connector
  - Alt. 5: I-664 and VA 164 plus I-564 Connector and VA 164 Connector

Tony Hofmann (MBI) noted that the Hampton Roads Express Lane Network (HRELN) has not been fully represented in the “2045 Baseline” network.

The group noted several concerns:

- “Crossing Total” volumes show an illogical drop between “2045 Baseline” (302,243 vpd) and “2045 Unconstrained Alternative 2” (288,083 vpd).
- MMBT volumes showing a large drop between “2045 Unconstrained Alternative 2” (45,966 vpd) and “2045 Constrained Alternative 2” (66,446 vpd) implies that the Alternative 2 project may not have been given enough capacity.
- Likewise, I-564 and VA 164 Connector volumes showing a large drop between “2045 Unconstrained Alternative 5” (63,395 vpd) and “2045 Constrained Alternative 5” (12,735 vpd) implies that the Alternative 5 project may not have been given enough capacity.

Mr. Eddy started a group discussion of segment feasibility. Ms. Ravanbakht (RCS Coordinator) said that improvement of I-664 is a prerequisite to building I-664 Connector + I-564 Connector. She asked the group to consider the northern portion of the VA 164 Connector (without the southern portion).

Mr. Eddy suggested that Alt. 5 be eliminated, and proposed Alt's 6 and 7:

- Alt. 6: Adding northern port access to Alt. 3
- Alt. 7: A modification of Alt. 3- Instead of the straight east-west connection, an S-shaped east-west connection that serves CIMT.

Mr. Eddy said that Alt. 7 could only be built after the Corps stopped using CIDMMA (planned for 2050, according to George Janek).

Carl Jackson moved (and Brian Fowler seconded) to:

- Drop Alt. 5
- Add Alt's 6 and 7

The motion passed.

George Janek said that the I-664 Connector + I-564 Connector would not have to wait for termination of CIDMMA, but there still may be some operational conflicts to work through.

Barb Nelson (POV) said that Alt's 6 and 7 meet the needs of the Port. She said the Port will continue to move forward with a non-freeway access from CIMT to VA 164.

## **6. For Your Information**

The following information was attached to the agenda:

- A) RCS Diary of Key Decision Points
- B) Revised Schedule for Phase 3

Craig Eddy (MBI) presented slides with a list of tasks over the next 6 months, and a grid showing the Phase 3 Schedule.

## **7. Scheduled Working Group Meetings**

- Mar. 11, 2021- 1:30pm
- Apr. 8, 2021- 1:30pm
- May 13, 2021- 1:30pm
- June 10, 2021- 1:30pm
- July 8, 2021- 1:30pm
- August 12, 2021- 1:30pm



#### **8. Other Items of Interest**

No other items were discussed.

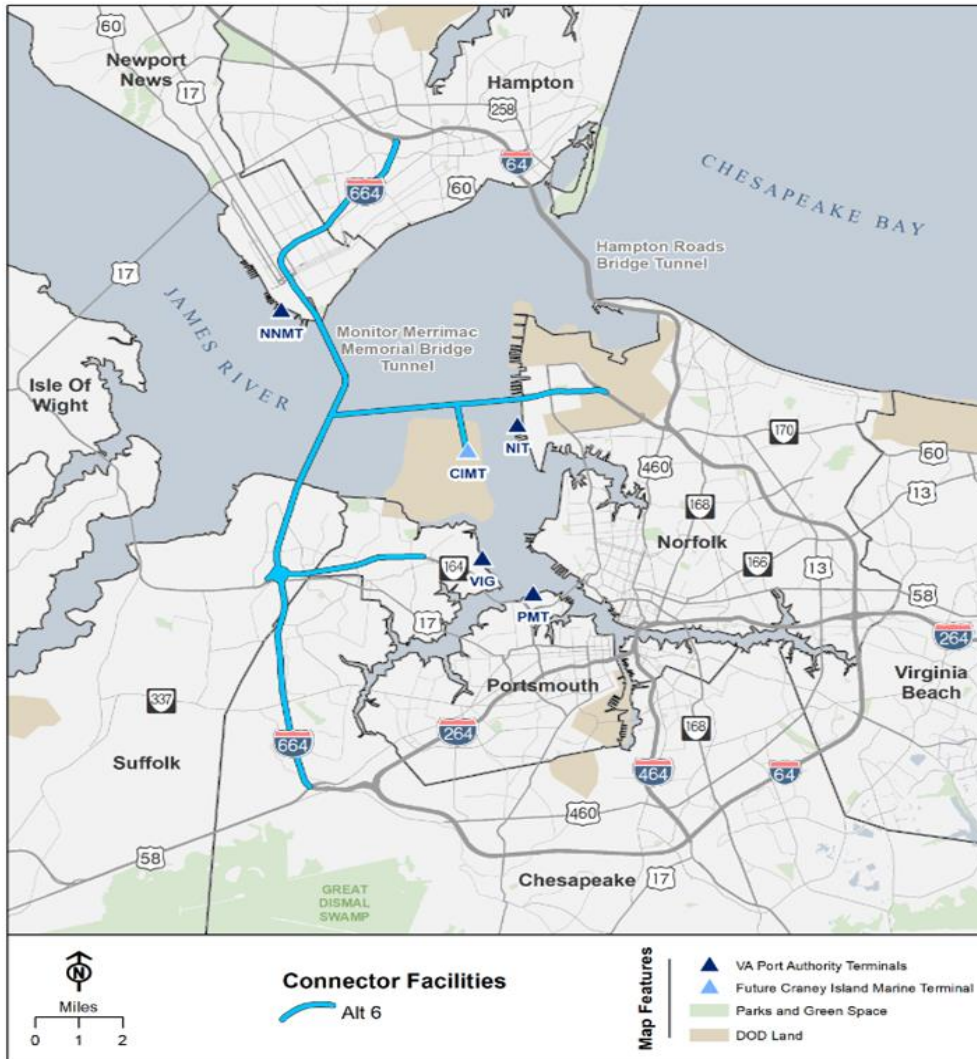
#### **9. Adjournment**

The meeting was adjourned at 3:45pm.

# ATTACHMENT 5A









# ATTACHMENT 5B

## 2045 Model Network Attribute Assumptions by Roadway Segment

### Alternatives Analysis

#### Regional Connectors Study - Mandated Segments

#### I-664

Roadway Segments	General Purpose Lanes	Managed Lanes		Toll Rate (\$/mi.)	
		Peak	Off-Peak	Peak	Off-Peak
I-664: I-64 to Terminal Avenue Interchange	6	2	2	\$ 0.10	\$ 0.10
I-664: Terminal Avenue Interchange to I-664 Connector	6	2	2	\$ 0.35	\$ 0.26
I-664: I-664 Connector to College Dr. (Exit 8)	6	2	2	\$ 0.10	\$ 0.10
I-664: College Dr. (Exit 8) to VA 164	6	2	2	\$ 0.10	\$ 0.10
I-664: VA 164 to US 58 (Bowers Hill)	4	2	2	\$ 0.10	\$ 0.10
I-664: US 58 (Bowers Hill) to I-264W	6	2	2	\$ 0.10	\$ 0.10

#### Other Mandated Segments

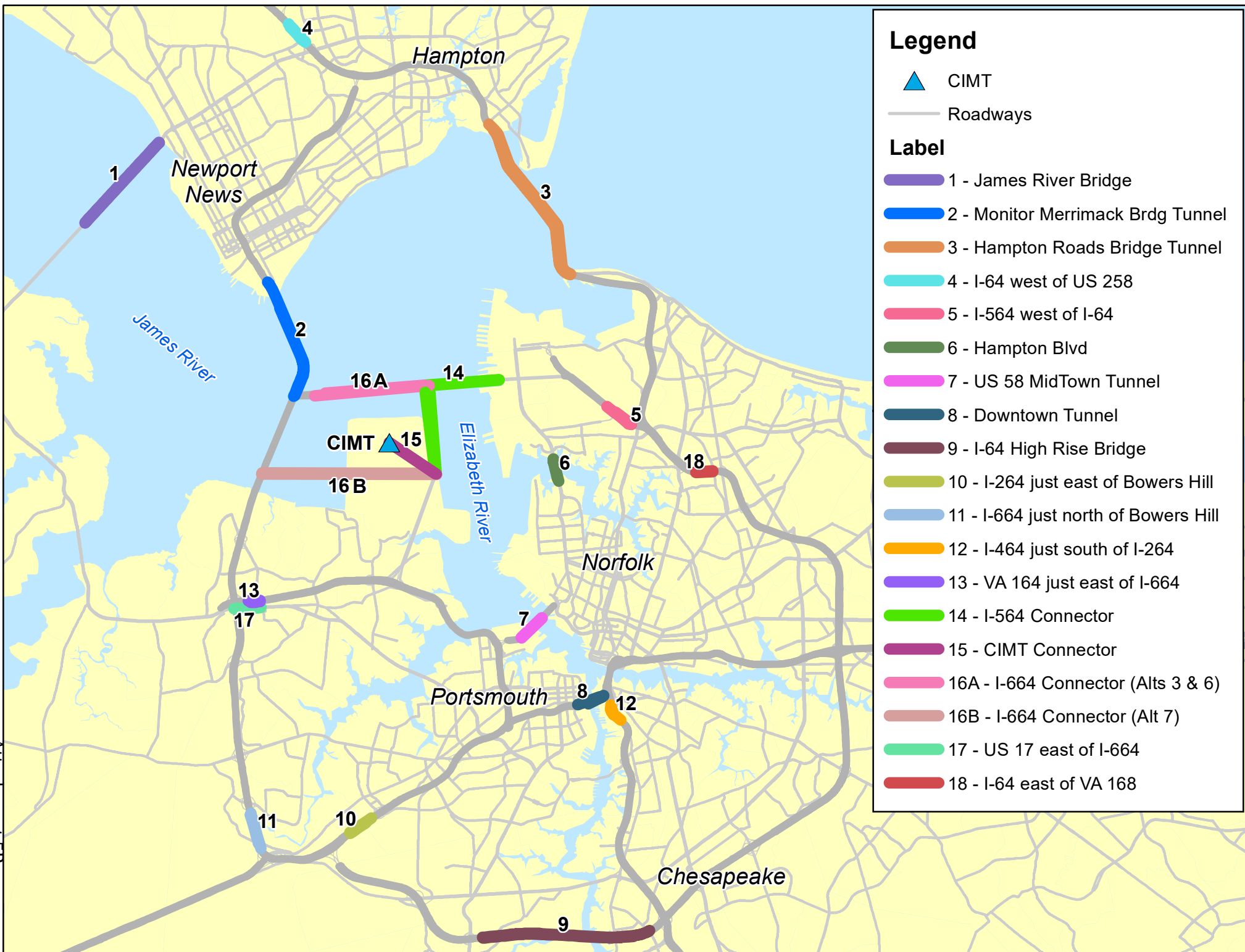
Roadway Segments	General Purpose Lanes	Managed Lanes		Toll Rate (\$/mi.)	
		Peak	Off-Peak	Peak	Off-Peak
I-564 Connector	4	-	-	\$1.00 Auto* \$3.00 Truck*	\$1.00 Auto* \$3.00 Truck*
I-664 Connector including I-664 Interchange	4	-	-	\$1.00 Auto* \$3.00 Truck*	\$1.00 Auto* \$3.00 Truck*
CIMT Connector	4	-	-	-	-
VA 164: I-664 to Cedar Lane	4	2	2	\$ 0.10	\$ 0.10

\* - Fixed toll at a location on the segment - all lanes (GP).

#### Notes

- Number of lanes is total for both directions of travel.
- All toll values in Year 2017 U.S. dollars.
- At all interchanges along I-664, general purpose lanes have access to managed lanes and managed lanes have access to general purpose lanes.
- Trucks are prohibited from using the managed lanes.
- Managed lane tolls only apply to single-occupant vehicles (SOVs).





4/1/2021

## Daily Traffic Volumes at Key Locations



ID	Location	2017 Existing	2045 Baseline (full HREL) (No Toll on I-664)	2045 Constrained Alternative 2 (w/ Toll)	2045 Constrained Alternative 3 (w/ Toll)	2045 Constrained Alternative 6 (w/ Toll)	2045 Constrained Alternative 7 (w/ Toll)
1	James River Bridge	37,431	53,554	48,831	48,537	48,564	47,806
2	Monitor Merrimack Bridge Tunnel (GP)	74,994	90,487	88,908	89,422	89,795	86,487
102	Monitor Merrimack Bridge Tunnel (Managed Lanes)	-	-	24,439	30,535	30,664	25,051
3	Hampton Roads Bridge Tunnel (GP)	92,195	107,051	103,165	101,702	101,669	101,363
103	Hampton Roads Bridge Tunnel (Managed Lanes)	-	57,265	48,371	43,408	43,551	45,595
<b>Harbor Crossing Totals</b>		<b>204,620</b>	<b>308,357</b>	<b>313,715</b>	<b>313,603</b>	<b>314,245</b>	<b>306,301</b>
4	I-64 west of US 258 (Mercury Blvd) (GP)	119,617	159,714	158,924	157,410	157,632	157,270
104	I-64 west of US 258 (Mercury Blvd) (Managed Lanes)	13,802	14,445	14,358	14,651	14,830	14,184
5	I-564 west of I-64	96,455	77,917	77,529	81,352	80,983	79,571
6	Hampton Blvd over the Lafayette River	42,949	44,070	43,428	35,575	36,222	35,822
7	US 58 MidTown Tunnel	50,700	61,016	61,638	54,721	54,562	55,420
8	I-264 under the Elizabeth River (Downtown Tunnel)	76,479	84,487	84,646	83,134	82,947	83,370
9	I-64 High Rise Bridge (GP)	106,183	122,614	123,384	122,889	123,289	123,164
109	I-64 High Rise Bridge (Managed Lanes)	-	16,004	19,584	17,250	17,701	17,351
10	I-264 just east of Bowers Hill	64,611	82,854	77,758	76,195	75,802	76,111
11	I-664 just north of Bowers Hill (GP)	85,186	101,159	101,610	101,146	101,149	101,246
111	I-664 just north of Bowers Hill (Managed Lanes)	-	-	16,932	14,508	14,746	14,739
12	I-464 just south of I-264	88,248	97,530	96,945	97,763	97,519	97,579
13	VA 164 just east of I-664 (GP)	50,087	49,561	47,370	43,414	43,642	42,900
113	VA 164 just east of I-665 (Managed Lanes)	-	-	17,173	13,574	13,742	14,821
14	I-564 Connector	-	-	-	39,040	39,081	31,977
15	CIMT Connector	-	-	-	-	704	842
16	I-664 Connector	-	-	-	39,040	39,410	32,425
17	US 17 east of I-664	22,206	27,148	24,723	23,718	23,741	23,835
18	I-64 east of VA 168 (GP)	113,334	114,430	111,292	112,484	112,111	112,276
118	I-64 east of VA 168 (Managed Lanes)	34,994	33,076	30,160	30,835	30,307	29,457

### Notes

Alternative 2: I-664 and VA 164

Alternative 3: I-664, VA 164, I-664 Connector, I-564 Connector

Alternative 6: I-664, VA 164, I-664 Connector, CIMT Connector, I-564 Connector

Alternative 7: I-664, VA 164, I-664 Connector, CIMT Connector, I-564 Connector

I-664 and VA 164: \$0.10/mile managed lanes only; MMMBT: \$0.35/mile managed lanes only; I-564 and I-664 connectors: \$1.00 all lanes; No toll on CIMT connector.



# 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.

**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 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**

Mayor Sessoms (VB) moved the endorsement and recommendation of HRTPO Board 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 or not 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 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, 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 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**

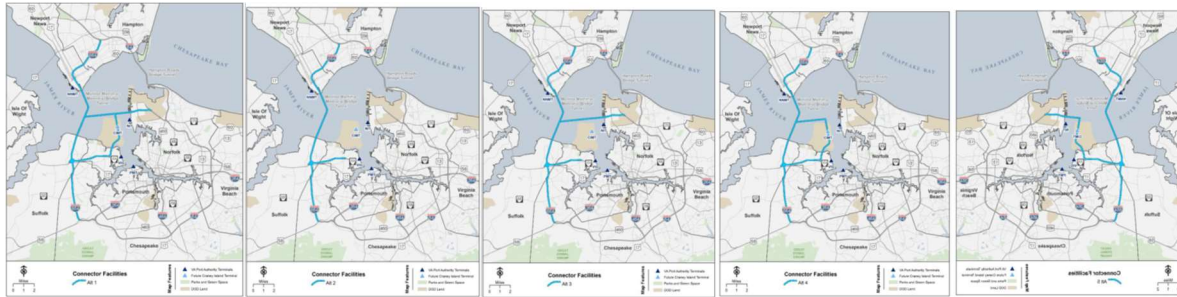
The Consultant Team provided the group with a detailed presentation of two travel demand model (TDM) runs: 1) one Unconstrained 2045 Baseline with the Existing + Committed (E+C) network and 2) one Unconstrained 2045 Baseline with all five mandated segments including: I-664, I-664 Connector, I-564 Connector, 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 above graphics). Traffic volumes were tabulated for 2017, 2045 Base, 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

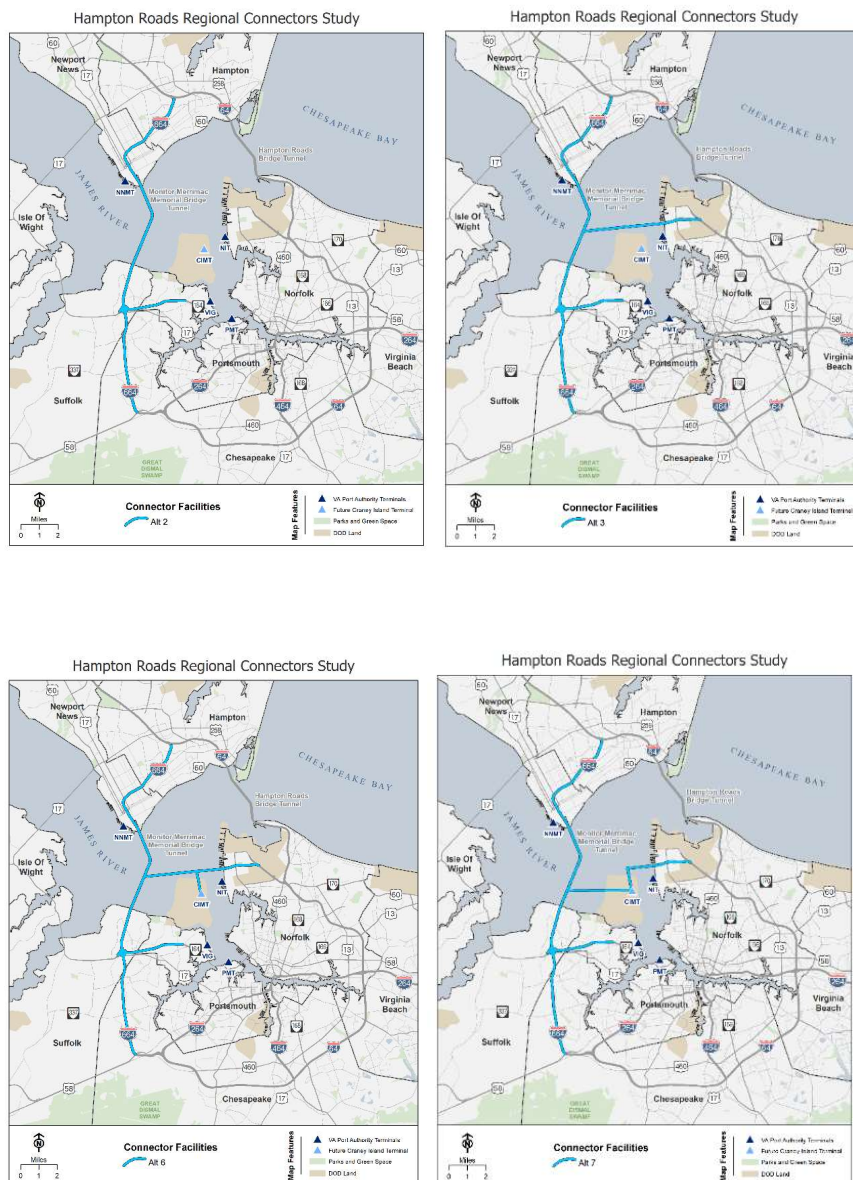
The Consultant Team presented the traffic volume results from travel demand model runs for 2045 Baseline, Alternatives 2, 3, and 5. The presentation also included summaries of two meetings separately conducted on January 29 with ACOE and the Navy and on February 5 with the Port of Virginia staff. Discussions 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 proposed Navy Fuel Depot expansion for safety and security reasons and may require walls to further safeguard from potential security threats
- City of Portsmouth Landfill expansion

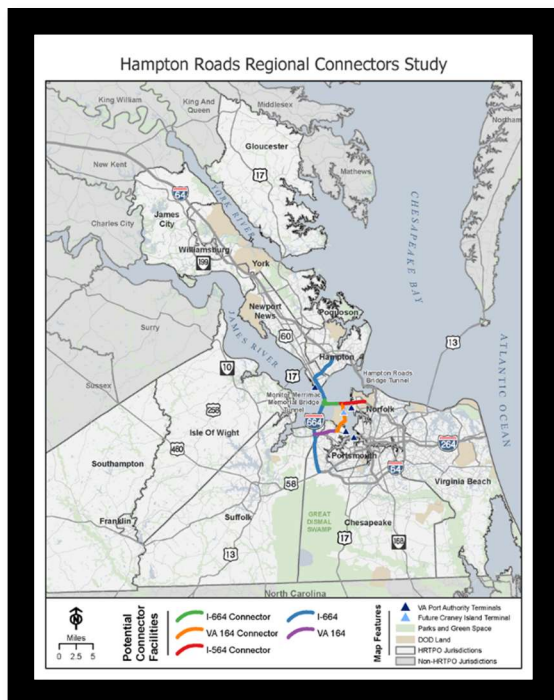


**Motion:** Carl Jackson (Portsmouth) made a motion to delete Alternative 5 and add two new Alternatives 6 and 7. The motion was seconded by Brian Fowler (Norfolk) and passed unanimously.

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



# 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



**REVISED - Regional Connectors Study - Phase 3 Schedule (December 8, 2020)**

[illegible]