

March 5, 2020

Memorandum #2020-40

TO: Regional Connectors Study (RCS) Working Group

BY: Camelia Ravanbakht, RCS Project Coordinator

RE: Regional Connectors Study Working Group Meeting – March 12, 2020

Attached is the agenda for the **Regional Connectors Study Working Group Meeting** scheduled for **Thursday, March 12, 2020 at 9:30 a.m.** in the Regional Building Conference Room D, located at 723 Woodlake Drive, Chesapeake, Virginia 23320.

Working Group members are strongly encouraged to attend the next few meetings as the discussions will focus on segments/alternatives to carry forward for evaluation.

MK/nb

RCS WG Voting Members:

Earl Sorey (CH)
Jason Mitchell (HA)
Bryan Stilley (NN)
Brian Fowler (NO)

James Wright (PO)
Jason Souders (SU)
Phil Pullen (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)
Tony Gibson (VDOT)
Jennifer Salyers (VDOT)
Kit Chope (VPA)
Barbara Nelson (VPA)

RCS WG Other:

Pat Jones (CH)
Amy Inman (NO)
Anne Doyle (NO)
Robert Brown (NO)
Evandro Santos (NO)

Carl Jackson (PO)
Tara Reel (VB)
Rick Dwyer (HRMFFA)
Lori Sharp (PRRBIZ)
COL Patrick Kinsman (US Army)
Robin Grier (VDOT)

Staff:

Bob Crum (HRTPO)
Mike Kimbrel (HRTPO)
Rob Case (HRTPO)
Kendall Miller(HRTPO)
Keith Nichols (HRTPO)
Dale Stith (HRTPO)
Sharon Lawrence (HRPDC)
Keith Cannady (HRPDC)

Project Coordinator:

Camelia Ravanbakht

Project Consultants:

Craig Eddy
Lorna Parkins



Agenda

Regional Connectors Study

Working Group Meeting

March 12, 2020

9:30 AM

The Regional Building, Conference Room D, 723 Woodlake Drive, Chesapeake, Virginia

- 1. Call to Order**
- 2. Welcome and Introductions**
- 3. Public Comment Period** (Limit 3 minutes per individual)
- 4. Minutes**

Summary Minutes from February 13, 2020 Working Group Meeting – Attachment 4

Recommended Action: For Approval

5. Regional Connectors Study: Phase 2 Update: Craig Eddy/Consultant Team, MBI

- Scenario Planning
- Travel Demand Model
- Website
- Schedule – End April 2020
- Deliverables

Phase 2 Deliverables

- Scenario Planning Methodology White Paper (includes some narrative on framework scenarios and control totals (Task 4.2)– complete
- Memo Summarizing Economic Trends and Opportunities (includes some narrative on framework scenarios and control totals (Task 4.2) – complete
- Tech Memo on Performance Measures – complete
- Memo Summarizing Travel Behavior Data Review – draft in **early March**
- Memo Summarizing Travel Demand Model Evaluation – draft in **early March**
- Tech Memo on Drivers, Spatial Assumptions, and Travel Parameters – draft in **mid-March**

- Tech Memo on Scenario Evaluation (includes narrative on infographics and visualizations of framework scenarios (Task 4.2), performance dashboard (Task 4.3), infographics for performance measures (Task 4.3) – draft in **early April**

Recommended Action: For Information and Discussion

6. Regional Connectors Study: Review, discuss, and finalize Preliminary Alternatives –
(see Map – Attachment 6A) - **Craig Eddy, MBI**

Per the approved Phase 3 Scope of Work, a maximum of ten (10) preliminary alternatives will be developed. They will include combinations of five (5) segments not programmed for funding in the HRCS SEIS:

- I-664
- I-664 Connector
- I-564 Connector
- VA 164
- VA 164 Connector

Also, an additional five (5) combination of segments will be developed as a result of suggestions made at stakeholder interviews and comments received during other project engagement activities. Those segments may include US 17 (including the segment on the James River Bridge) and any new harbor crossing connections (roadway, ferry, or transit):

- Improving Route 17
- Separate/adjacent tunnel for traffic out of NIT
- New crossing just east of Williamsburg with connection to US 17, I-664, or US 460/17 on southside
- Ferry Service – Hampton, Norfolk, Newport News connections
- I-87 to NC
- Western extension of proposed I-664 Connector to US 17

As recommended by Weekly Coordination Call participants, the following documents are listed below for your use:

- HRCS SEIS: Alternatives Technical Report (Use Link below)
http://www.hrbtexansion.org/documents/201608/finaltechnicalreports/alternatives_technical_report.pdf
- Army Corps of Engineers: June 29, 2016 Letter to VDOT re: HRCS SEIS Alternatives (Attachment 6B)

Please review the above documents and be prepared to discuss and comment on the Preliminary Alternatives.

Mr. Craig Eddy, RCS Project Manager, will provide an overview of the Alternatives.

Recommended Action: For Information and Discussion

7. Next Meetings/Events –

- Weekly Coordination Call, Thursday, March 19, 9:00 AM
- Weekly Coordination Call, Thursday, March 26, 10 AM
- Weekly Coordination Call, Thursday, April 2, 2020, 10 AM
- RCS Working Group Meeting, Thursday, April 9, 2020, 1:30PM, Conference Room A, Regional Building
- Proposed 4th Marine Terminal Site Visit and Presentation: Spring 2020

8. Other Items of Interest- All

9. Adjournment

**Regional Connectors Study
Working Group Meeting
Minutes
February 13, 2020, 10:00am
Regional Building, Chesapeake**

The following were in attendance (alphabetically by last name):

Rob Case (HRTPO)
Craig Eddy (Michael Baker Intl.)
Cole Fisher (Va. Beach)
Brian Fowler (Norfolk)
Vlad Gavrilovic (EPR)
Carl Jackson (Portsmouth)
Mike Kimbrel (HRTPO)
Steve Lambert (HRTPO)
Keith Nichols (HRTPO)
Lorna Parkins (Michael Baker Intl.)
Pam Phillips (VDOT)
Camelia Ravanbakht (RCS Project Coordinator)
Tara Reel (Va. Beach)
Jason Souders (Suffolk)
Naomi Stein (EDR)- on the phone
Bryan Stilley (NN)
Dale Stith (HRTPO)
Bill Thomas (Michael Baker Intl.)- on the phone

1. Call to Order

Bryan Stilley (Chair, Newport News) called the meeting to order at 9:30am.

2. Welcome and Introductions

Tara Reel (Va. Beach) introduced Cole Fisher (Va. Beach).

3. Public Comment Period

There were no public comments.

4. Minutes

The Working Group approved the minutes of the December 3, 2019 Working Group meeting.

5. RCS Phase 2 Update

Lorna Parkins (Michael Baker Intl.) introduced Vlad Gavrilovic (EPR) who presented the land use model using slides.

Naomi Stein (EDR) presented scenario port drivers using slides.

Bill Thomas (Michael Baker Intl.) presented the modeling of automated vehicles using slides.

Craig Eddy (Michael Baker Intl.) presented the status of the travel demand model update, the website, the project schedule, and deliverables using slides.

6. RCS and On-Going Regional Studies

Craig Eddy introduced Camelia Ravanbakht (project coordinator) who led a discussion of possible additions to the HRTPO's 2045 Existing + Committed for a baseline network for the RCS. Concerning those possible additions:

- Mike Kimbrel (HRTPO) presented the proposed express lanes network and the Bowers Hill Interchange Study using slides.
- Lorna Parkins presented "Impacts of Other Regional Projects on Scenario Planning" slides. After an extensive discussion, Brian Fowler (Norfolk) moved that, for now, the consultant use the HRTPO's 2045 Existing + Committed network. The motion passed.
- Dale Stith (HRTPO) presented the I-64/I-264 Interchange Study Ph 3 using slides.

7. RCS Phase 3 Scope of Work, Budget, and Schedule

Craig Eddy presented the status of RCS Phase 3 using slides.

8. Next Meetings and Planned Activities

Brian Stilley discussed the proposed meetings and activities:

- Weekly Coordination Call: Thursday Feb. 20, 2020, 9:00 am
- Working Group Meeting: Thursday Mar. 12, 2020, 9:30 am, Regional Building
- Proposed 4th Marine Terminal Site Visit: Spring 2020

9. Other Items of Interest

No other items were discussed.

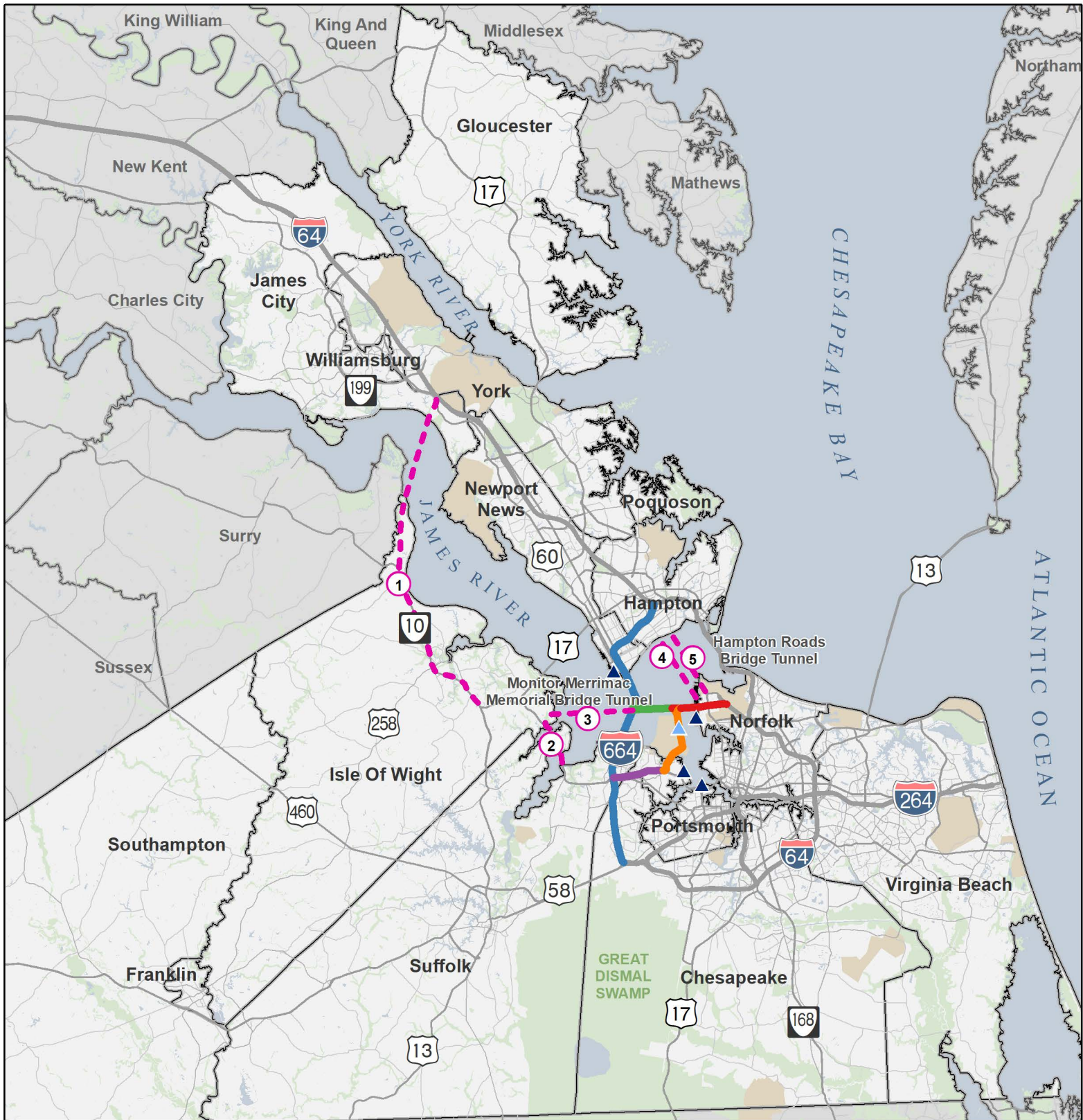
10. FYI

Brian Stilley mentioned that the recently updated Regional Travel Demand Model documents are available on the HRTPO website.

11. Adjournment

The meeting was adjourned at 11:30 am.

Hampton Roads Regional Connectors Study



Potential Connector Facilities

- I-664 Connector
- VA 164 Connector
- I-564 Connector
- I-664
- VA 164

Other Potential Alternatives

- 1 New bridge over James River, includes improvements on Rt 10 to US 17
- 2 US 17 Bridge Widening (2 Locations)
- 3 Western Extension of I-664 Connector
- 4 Ferry Service, Hampton to Norfolk
- 5 New Bridge tunnel from NIT to Hampton

Map Features

- ▲ VA Port Authority Terminals
- ▲ Future Craney Island Terminal
- Parks and Green Space
- DOD Land
- HRTPO Jurisdictions
- Non-HRTPO Jurisdictions



0 5 10 Miles



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NORFOLK DISTRICT
FORT NORFOLK
803 FRONT STREET
NORFOLK VA 23510-1096

Executive Office

JUN 29 2016

Ms. Angel Deem
Environmental Division Director
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

Dear Ms. Deem:

I am replying to your letter, dated April 29, 2016, regarding the Hampton Roads Crossing (HRC) Study Supplemental Environmental Impact Statement (SEIS), which the Virginia Department of Transportation (VDOT) is preparing in conjunction with the Federal Highway Administration (FHWA) and other agency and stakeholder partners. In your letter, you request comments from the U.S. Army Corps of Engineers (USACE), Norfolk District, in accordance with our role as a National Environmental Policy Act (NEPA) "cooperating agency" for the SEIS. Specifically, you have requested comments on how the USACE might evaluate, pursuant to Section 14 of the Rivers and Harbors Act of 1899, 33 USC 408 (Section 408), the impacts of the proposed HRC project alternatives on USACE federally authorized civil works projects.

As interpreted by agency policy, Section 408 prohibits the alteration of federally authorized USACE civil works projects unless the acting party obtains USACE permission prior to making the alteration. The USACE may grant such permission where it determines that the proposed alteration will neither impair the usefulness of the civil works project nor be injurious to the public interest. The USACE has published Section 408 guidance in Engineer Circular (EC) 1165-2-216, "Policy and Procedural Guidance for Processing Requests to Alter US Army Corps of Engineers Civil Works Projects Pursuant to 33 USC 408," which provides the policy and procedural guidance for Section 408 requests.

The four proposed HCR project alternatives, identified in the Alternatives Technical Report (ATR) as "A," "B," "C," and "D," would have varying impacts on the federally authorized Norfolk Harbor and Channels Federal Navigation Project (the Norfolk Harbor Project). The Norfolk Harbor Project includes the channel elements of Channel to Newport News, Sewells Point Anchorage, Newport News Anchorage, and the Craney Island Dredged Material Management Area (CIDMMA).

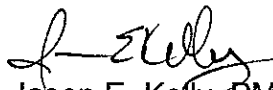
While the enclosed document provides our preliminary Section 408-related comments and concerns in accordance with our role as a NEPA cooperating agency, we stress that the ATR for the HRC Project does not provide sufficient detail and information to make a Section 408 determination. Section 408 review can be

accomplished for this project once the plans have been developed to a sufficient level for our assessment of potential effects to our operation of Craney Island. EC 1165-2-216 indicates that plans should be developed to at least 60% completion in order to provide the level of detail necessary for Section 408 review of a proposal.

A copy of this letter, with enclosure, has been provided to Mr. Jim Utterback and Mr. Scott Smizik, with VDOT and Mr. Ed Sundra, with FHWA.

My staff will be happy to continue coordination on this project to assist in addressing these concerns for potential impacts to federally authorized civil works projects. If you require further information, please do not hesitate to contact Mr. Gregory C. Steele, P.E., Chief, Water Resources Division, at (757) 201-7764.

Sincerely,



Jason E. Kelly, PMP
Colonel, U.S. Army
Commanding

Enclosure

Norfolk District Corps of Engineers
Comments on the Hampton Roads Crossing Study (HRCS)
Alternatives Technical Report

1. Alternatives C and D for the HRCS surround and traverse Craney Island Dredged Material Management Area (CIDMMA) and alter the facility in the following manner:

a. The alternatives obstruct and restrict navigation to the CIDMMA. Obstructed or restricted navigable access will impair the ability of the Corps to maintain and operate CIDMMA and federal navigation channels and anchorages. Proposed alterations to the project will impact facility operation and maintenance, facility construction, contract performance periods, and result in increased costs to the Federal government and users of CIDMMA through increased tolls to deposit dredged material.

b. The proposed vertical clearance will restrict navigable access to the facility. The HRCS Supplemental Environmental Impact Statement (SEIS) Alternatives Technical Report provided to the Corps, indicates a vertical clearance for all bridge crossings of 18-feet relative to North American Vertical Datum of 1988 (NAVD 88). Restricted vertical clearance will prohibit delivery of construction materials and equipment and limit the type of vessels calling on the facility including Corps vessels and contractor vessels (i.e., tugs, derricks, barges, and cranes). The Corps will require continued unconstrained navigable access to the CIDMMA.

2. Alternatives B, C, and D traverse the east side of the CIDMMA. Proposed vertical clearance of bridge crossings on the facility will restrict access for vessels using the Craney Island Rehandling Basin (CIRB) bulkhead facility and construction lay-down area. As currently proposed cranes and similar equipment would be required to break-down and re-erect to clear the Virginia Port Authority rail and the proposed Hampton Roads Crossing (HRC) bridge structures. Proposed alterations to the project will impact facility operation and maintenance, facility construction, contract performance periods, and result in increased costs to the Federal government and users of CIDMMA through increased tolls to deposit dredged material.

3. Alternatives B, C, and D traverse the east side of the CIDMMA and propose to take land in the existing south containment cell. Relocation and reconstruction of the containment dike to the west will impair and reduce the long-term capacity of the CIDMMA. It is anticipated that the reduction of acreage within the containment cell will result in significant loss of capacity and associated lifespan of the south cell containment area. Any proposed excavation and re-deposit of south cell dredged material into containment cells from site work in the area will further reduce long-term capacity. Redeposit of excavated dredged material located in the south containment cell will require an evaluation to determine if the material may be redeposited at the CIDMMA. Additionally, any excavated material proposed for redeposit into CIDMMA may require evaluation and testing to insure the material meets Clean Water Act (CWA) and facility requirements. Additionally, relocation and reconstruction of the containment dike to the west may render the cell unable to accept dredged material for many years.

4. Alternatives B, C, and D will restrict dredge pipeline alignments for dredged material placement operations during maintenance of Federal navigation channels. Access for pipelines and tender vessels will be required at multiple locations under bridge structures. Perpetual easements for dredge pipelines will be required for alignments along proposed bridge structures. Constraining dredge pipeline alignments for dredged material placement operations at CIDMMA will result in increased costs to the Federal government and users of CIDMMA. Construction methods for the HRC project will need to be performed in a manner that minimizes impacts to Corps contractor's ability to install and maintain submerged and floating pipelines and ancillary equipment supporting maintenance dredging of Federal navigation channels and anchorages.

5. Alternatives B, C, and D will eliminate contractor lay-down area located at the CIRB bulkhead. Loss of the contractor lay-down area will require an alternate location for contractor access and lay-down area. It should be noted that lay-down areas provided to the north of the CIRB will require significant maintenance due to elevated land subsidence of the areas northward. This will result in increased costs to the Federal government through additional maintenance and to contractors who will not have access or lay-down areas proximate to operations at the bulkhead facility.

6. Alternatives B, C, and D will have impacts to United States Government property. Real estate coordination and real estate instruments will be required to construct the project on government property. Perpetual easements will need to be provided to support maintenance dredging, dredged material placement operations, and facility maintenance and construction.

7. Alternatives A, B, C, and D will each have tunnel elements that impact multiple Federal navigation channels and anchorages. Tunnel clearances in the Federal navigation channels will need to meet or exceed the clearance of the existing Hampton Roads Bridge Tunnel (HRBT). Tunnels will need to be protected to withstand all potentially foreseen impacts from navigational emergencies and dredging operations. Tunnel armament and depth must consider spud and anchor embedment depths and potential vessel strikes.

8. Alternatives A, B, C, and D will have impacts to designated Federal project anchorages. Construction methods and scheduling for project construction including any proposed use of Federal navigation anchorages during construction will need to be performed in a manner that minimizes impacts to navigation to a level acceptable to the navigation community. Loss of anchorage areas will reduce anchorage capacity, availability, and reduce vessel scheduling, access, and maneuverability.

9. Alternatives B, C, and D will have impacts to navigation and operations during construction of the project. Construction methods and scheduling for the project, especially features crossing navigation channels and facilities, will need to be performed in a manner that minimizes impacts to navigation to a level acceptable to the navigation community.

10. Alternatives B, C, and D will have impacts to maintenance and construction on the CIDMMA facility. Construction methods and scheduling for the HRC project will need to be performed in a manner to minimize impacts to dredging, dredged material placement operations, facility maintenance, and construction to a level that accommodates timely dredged material placement by the Corps and other stakeholders using the facility. HRC construction on CIDMMA will need to be performed to not interfere with containment dike raising, dredged material borrow operations, and construction and maintenance of other facility infrastructure.

11. Alternatives B, C, and D propose to construct a roadway adjacent to an existing utility corridor on CIDMMA. The project design and construction will need to be performed to ensure the stability and differential loading and movement that may result on the utilities (i.e., Virginia Natural Gas pipeline, U.S. Navy JP-5 line).

12. Impacts to navigation for the selected alternative (A, B, C, or D) must be vetted and approved by the U.S. Coast Guard (USCG) Sector Hampton Roads.