



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

Courtyard by Marriott Fredericksburg Historic District
620 Caroline Street
Fredericksburg, Virginia 22401
September 20, 2016
9:00 a.m.

1. Chief Financial Officer's Report
John W. Lawson, Virginia Department of Transportation
2. I-64 HOV to HOT Conversion
James Utterback, Virginia Department of Transportation
3. Hampton Roads Crossing Study
Supplemental Environmental Impact Statement
Angel Deem, Virginia Department of Transportation
4. DC2RVA
Emily Stock, Virginia Department of Rail and Public Transportation
5. Vanpool Initiative
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
6. Commissioner's Items
Charles Kilpatrick, Virginia Department of Transportation
7. Director's Items
Jennifer Mitchell, Virginia Department of Rail & Public Transportation
8. Secretary's Items
Aubrey Layne, Secretary of Transportation

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Chief Financial Officer's Report

DRAFT

September 20, 2016

John W. Lawson

Topics

- Federal Transportation Grant Anticipation Revenue Notes (“GARVEEs”) Series 2016A**
- Bonus Obligation Authority**
- Federal Earmarks**
- August State Revenue Update**

Commonwealth Transportation Board: Federal Transportation Grant Anticipation Notes Series 2016A

Summary Terms of Offering*

Issuer	Commonwealth Transportation Board
Projects	Projects with GARVEE allocations in the Six-Year Improvement Program (SYIP)
Anticipated Ratings	Double-A Category
Pricing Date	October 2016
Security	The Series 2013 A bonds are payable from and secured by revenues (i) first, from Project specific reimbursements, (ii) legally available revenues from the TTF, and (iii) from other such funds designated by the General Assembly for such purposes.
Par (in millions)	\$381.0
Structure	Serial Bonds 2017 - 2031
Final Maturity (years)	15

* Preliminary and subject to change

GARVEE Program Overview

- ❑ **Chapter 830 and 868 of the Acts of Assembly of 2011 authorized the issuance of \$1.2 billion of GARVEEs.**
 - Successor program to Federal Highway Reimbursement Anticipation Notes (FRANs) authorized in 2000.
 - Limits the outstanding GARVEEs and FRANs to \$1.2.
 - Limits the maturity to 20 years.
 - Secured first by project specific federal reimbursements and then by:
 - Legally available revenues from the TTF.
 - Other such funds designated by the General Assembly for such purposes.
 - All FRANs were paid off in September 2015.
- ❑ **Memorandum of Agreement (MOA) with Federal Highway Administration (FHWA) for the GARVEE program was executed in December 2011.**
- ❑ **Exhibit A of the MOA identifies the approved GARVEE supported projects and will be amended to include the projects included in this sale.**

GARVEE Issues

- ❑ **The Series 2016A Bonds will be the fourth GARVEE issue.**
 - ❑ **The CTB has previously issued three Series of GARVEEs:**
 - \$298 million in February 2012 to support the Downtown Tunnel/Midtown Tunnel/Martin Luther King Expressway
 - \$144 million in July 2012 to support the Downtown Tunnel/Midtown Tunnel/Martin Luther King Expressway and 95 Express Lanes
 - \$307 million in November 2013 to support the Route 460 Corridor Development Project and the I-495 Express Lanes Shoulder Use, Northern Section
- Bonds issued for and not needed for the Route 460 Development project were reallocated to active projects planned to be funded by GARVEEs
- ❑ **Proceeds from the 2016 issue will provide continued support to projects funded previously with GARVEE bonds and projects approved in round one of SMART SCALE**

Debt Service for the GARVEE Bonds

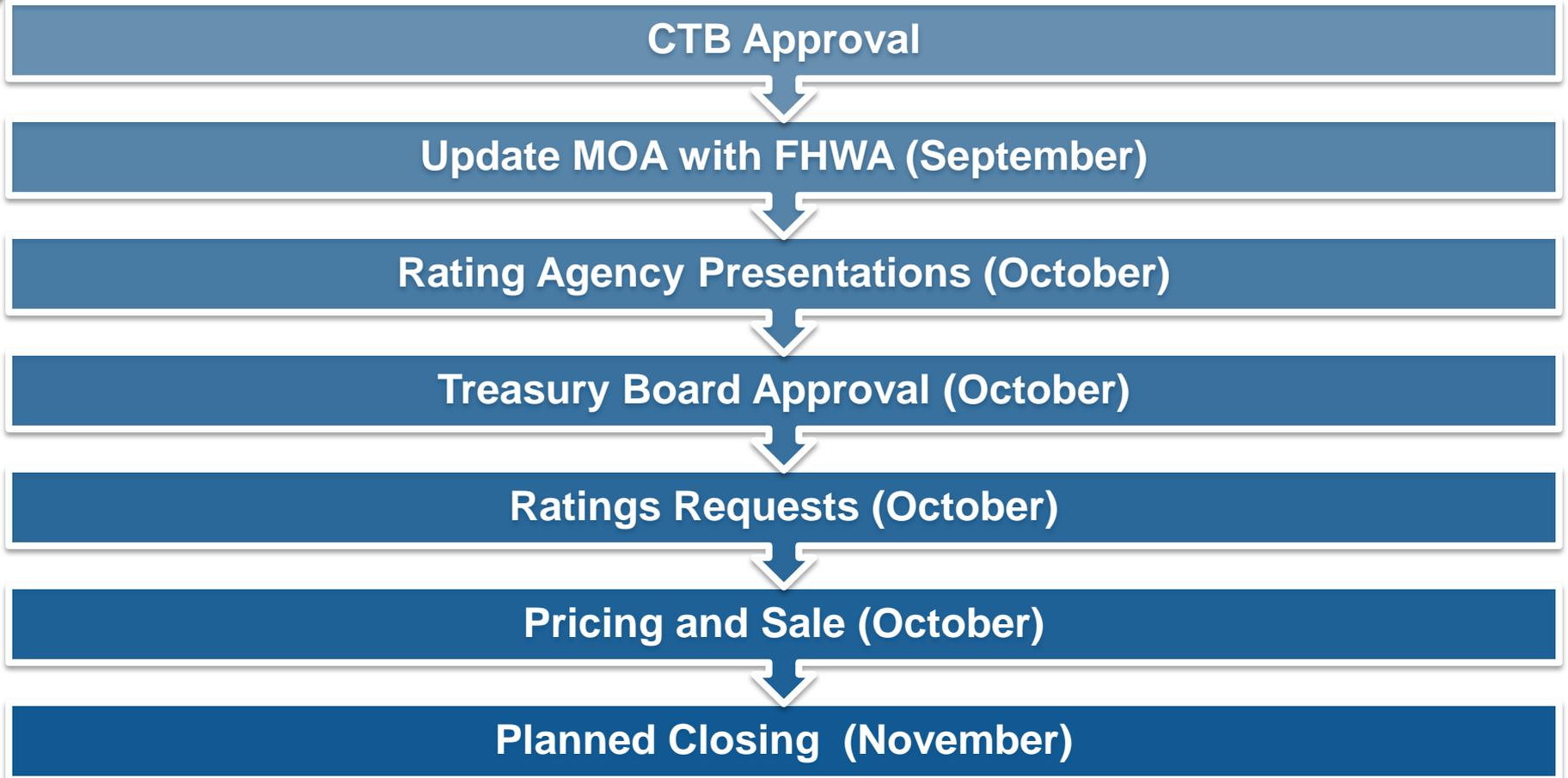
- ❑ **Virginia's GARVEE bonds are secured first by project specific federal reimbursements and then by,**
 - legally available revenues from the TTF,
 - from other such funds designated by the General Assembly for such purposes.
- ❑ **Bond issuances are limited to:**
 - Maximum outstanding amount cannot exceed \$1.2 billion
 - Debt service must have 4x coverage
- ❑ **After this sale:**
 - Outstanding GARVEEs - \$941 million (additional revolving authorization provided to SMART SCALE in future years)
 - Coverage – greater than 10x

Recent GARVEE Transactions

Issuer	Commonwealth Transportation Board	Ohio Department of Transportation	Michigan Department of Transportation	Rhode Island Department of Transportation	Montana Department of Transportation	Virgin Islands Finance Authority	North Carolina DOT
Underlying Ratings (M/S/F)	Aa1/AA/NR	Aa2/AA/NR	A2/AA/NR	A2/AA/NR	A2/AA/NR	NR/A/NR	A2/AA/A+
Pricing Date	11/13/2013	7/26/2016	7/14/2016	6/2/2016	3/16/2016	12/8/2015	5/20/2015
Security	Discretionary Pledge of TTF Revenues and Other Funds	Federal Highway Receipts and other lawfully available funds (state transportation monies apportioned and unspent by FY end)	Stand Alone	Stand Alone	Stand Alone	DSRF Replenishment	Stand Alone
Series	2013A	2016-1	2016	2016A	2016	2015	2015
Par (in millions)	\$273.39	\$217.57	\$607.11	\$230.28	\$22.54	\$89.88	\$265.18
Structure	Serial Bonds 2014-2028	Serial Bonds 2017-2028	Serial Bonds 2018-2027	Serial Bonds 2019-2024	Serial Bonds 2017-2023	Serial Bonds 2016-2025 Term Bonds 2030 & 2033	Serial Bonds 2016-2030
Final Maturity (years)	15	12	11	8	7	18	15
All-in-Rate¹	3.18%	1.86%	1.84%	1.87%	1.76%	3.80%	3.55%

¹Approximate All-in TIC based on information found in Official Statements

Next Steps for Virginia's Fourth GARVEE Issue



Bonus Obligation Authority

- ❑ Received the full \$90 million requested
- ❑ Funds will be used to augment current program
 - Increase funding for bridge and pavement restoration
 - Increase funding for SMART SCALE

Federal Earmarks

- **The Consolidated Appropriations Act, 2016, included a provision to permit certain earmarks to be repurposed**
 - If <10% of an earmark obligated, it could be repurposed, or
 - If >10% of an earmark obligated, must be final vouchered
 - Used on Federally eligible project
 - On project located within the state and within 50 miles of the original earmark
- **VDOT has identified approximately \$58 million in federal earmarks and match for repurposing**
- **September 12, 2016 - Deadline for submitting the list of earmarks to be repurposed**
- **Repurposed earmarks must be obligated by September 30, 2019**

Re-Purposing of the Earmarks

□ Policy Position

- Any additional discretionary funding made available for use by the Commonwealth Transportation Board should be allocated through either SMART SCALE, the Board's State of Good Repair program, or both

□ Recommend using the re-purposed earmarks to on-going projects within the same constriction district to “free up” funds for that district's District Grant Program in the second round of SMART SCALE

□ Exceptions - \$35 million

- Utilized \$21 million for the Richmond BRT and Intermodal Connector projects in the SYIP update
- Reserve I-73 related earmarks for work on Route 220 corridor

Earmark Repurpose Summary

Remaining earmark repurposed allocations were applied to existing SMART SCALE District Grant projects to free up allocations for Round 2

District	Total
Bristol	\$470,646
Culpeper	\$50,478
Hampton Roads	\$8,733,318
Lynchburg	\$2,638,396
NOVA	\$9,407,419
Richmond	\$427,279
Salem	\$1,094,278
Staunton	\$416,464
Grand Total	\$23,238,278

August Revenue Updates

- ❑ A reforecast of general fund revenues was completed in August 2016 as a result of FY 2016 actual revenues falling below forecast.
- ❑ The Governor provided an update on the Commonwealth's revenue collections and future expectations on August 26, 2016.
 - ❑ Related updates to the estimated revenue for Retail Sales and Use Taxes were provided for transportation
 - ❑ Full update of transportation revenues will be provided in December with the presentation of the Governor's Budget Bill for the 2017 General Assembly Session
- ❑ Total reduction of \$360 million statewide
- ❑ The impacts of the revenue changes will be incorporated the FY 2018 – 2023 SYFP update

August State Revenue Forecast Changes

(In millions)

STATEWIDE	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Impact by Fund							
HMOF	\$ (7.9)	\$ (10.5)	\$ (10.9)	\$ (13.2)	\$ (15.1)	\$ (17.3)	\$ (74.9)
TTF	(24.3)	(39.5)	(46.2)	(52.4)	(58.2)	(64.5)	(285.1)
Total	\$ (32.2)	\$ (50.0)	\$ (57.1)	\$ (65.6)	\$ (73.3)	\$ (81.8)	\$ (360.0)

TTF Retail Sales Tax Distribution

Modal Distribution

Highway Construction	(15.7)	(25.6)	(30.0)	(34.0)	(37.8)	(41.5)	(184.6)
Transit	(2.9)	(4.8)	(5.6)	(6.4)	(7.1)	(7.7)	(34.5)
Ports	(0.8)	(1.4)	(1.6)	(1.8)	(2.0)	(2.2)	(9.8)
Airports	(0.5)	(0.8)	(0.9)	(1.0)	(1.2)	(1.3)	(5.6)
Mass Transit	(2.6)	(4.2)	(4.9)	(5.5)	(6.1)	(7.1)	(30.4)
IPROC	(1.7)	(2.8)	(3.2)	(3.7)	(4.1)	(4.7)	(20.2)
Total	\$ (24.3)	\$ (39.5)	\$ (46.2)	\$ (52.4)	\$ (58.2)	\$ (64.5)	\$ (285.1)

REGIONAL

Northern Virginia	(13.9)	(10.5)	(12.7)	(14.9)	(16.9)	(18.9)	(87.8)
Hampton Roads	(6.0)	(4.4)	(5.5)	(6.6)	(7.6)	(8.7)	(38.8)
Total	\$ (19.9)	\$ (14.9)	\$ (18.2)	\$ (21.5)	\$ (24.5)	\$ (27.6)	\$ (126.6)



I-64 HOV 2+ to HOT 2+ Conversion Norfolk/Virginia Beach/Chesapeake

James Utterback, PMP
Hampton Roads District Administrator

Presented to Commonwealth Transportation Board
September 20, 2016

History

Aug 1992: CTB resolution designated HOV lanes in Hampton Roads as HOV-2: Monday - Friday 5:00am – 8:30 am; 3:00pm – 6:00pm and restricted trucks from operating on certain HOV lanes

Jan 1998: CTB resolution restricted trucks (except for pickup or 2 axle panel type trucks) from operating on any HOV lane in Hampton Roads

Feb 1999: CTB resolution effective May 1, 1999 modifying operational hours of all HOV lanes on I-564, I-264, I-64 and Route 44 to be Monday - Friday 6:00am – 8:00am; 4:00pm – 6:00pm

Jun 2008: U.S. Secretary of Transportation encouraged the conversion of HOV to HOT (allowed by SAFETEA-LU) in a response to Virginia Congressional request to convert to general purpose lanes.

Background

Dec 2015: Letter from Secretary Layne to HRTPO initiating a feasibility study of a HOV to HOT conversion on I-64

Jan 2016: Briefed CTB on the beginning of feasibility study

Jan 2016: Briefed HRTPO on the beginning of feasibility study

May 2016: Briefed HRTPO on the initial study results

Jul 2016, Finalized the study and briefed to Secretary Layne

Study Recommendations will require CTB Actions:

- Convert HOV-2 to HOT-2 and change in operational hours
- Use the Toll Facility Revolving Account funds for initial capital costs

I-64 HOV to HOT Conversion

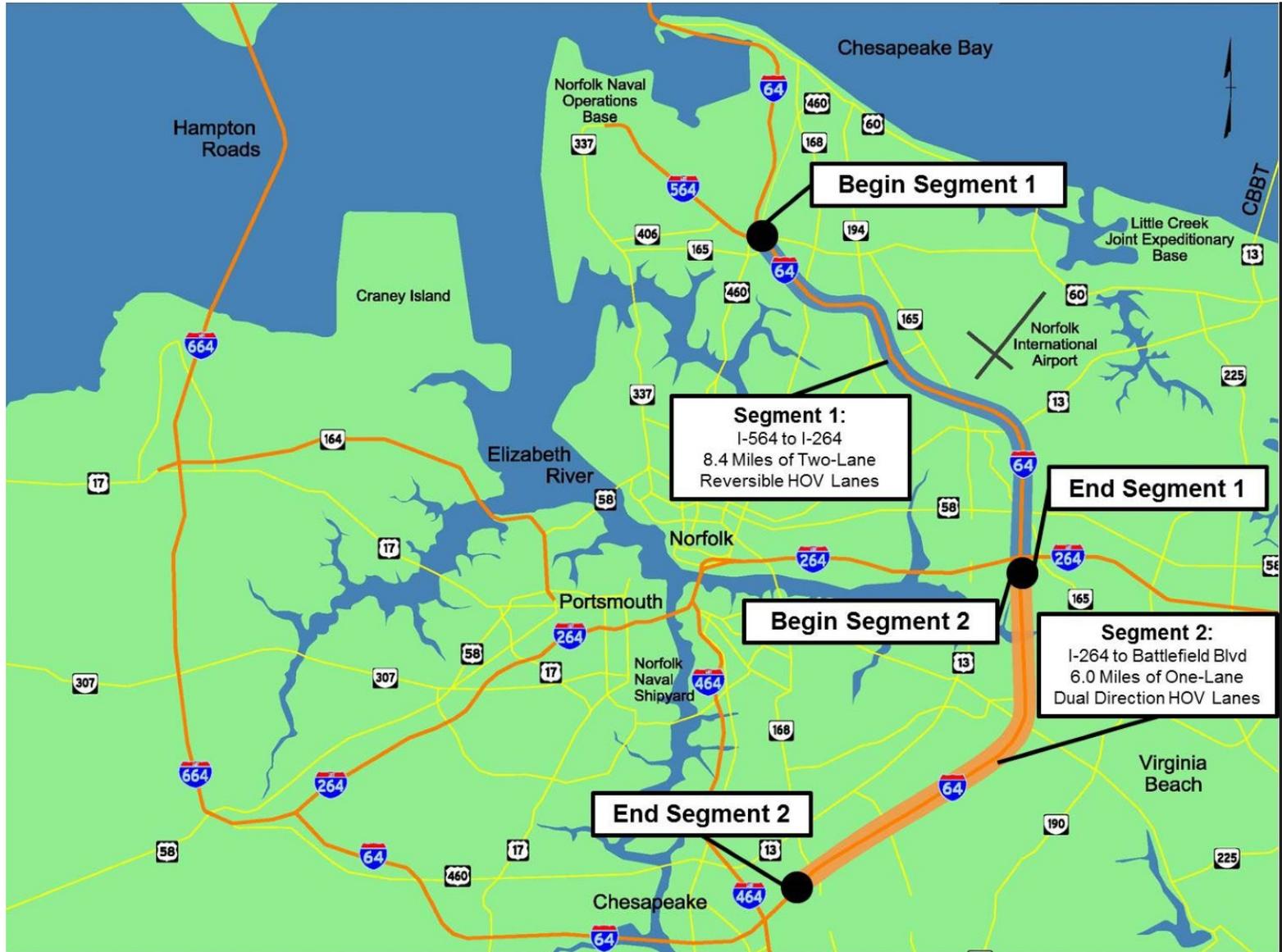
Regional Opportunity

- 32 miles of HOV lanes in Hampton Roads are underused
- Opportunity to provide travel choices to reduce traffic congestion by using the underused HOV lanes
- Improve reliability and reduce congestion in both general purpose and HOV travel lanes

Objective

- Determine the feasibility of converting portions of the existing HOV network to HOT lanes
- Identify the potential benefits and implications of a HOV to HOT conversion

Study Scope -- Location Map



I-64 HOV to HOT Conversion Policy Choices

HOV/HOT Occupancy Requirements

- HOT 2+ or HOT 3+

HOT Hours of Operation

- 2 hours in both the AM and PM peak period*
- 4 hours in both the AM and PM peak period*
- 24 hour operation

*Includes HOT operation in off-peak direction on Segment 2

HOT Days of Operation

- Weekday only
- Weekends

Pricing Methodology

- Time of day pricing (pre-defined rate schedule)
- Dynamic pricing (toll rates based on traffic flow)

Pricing Strategy

- Transaction based
- Trip based

Four Elements Define Feasibility

Improved corridor throughput and reduced congestion in the general purpose lanes

- Increased capacity and travel speeds in the General Purpose lanes and maintain minimum speeds in the HOT lanes during rush hour

Revenues generated by HOT lanes exceed cost of operations

- Operations and Maintenance costs covered in year 1
- Capital costs paid back over 30 years or less

Design layout of toll infrastructure feasible

- Lane configuration and geometry supports conversion of HOV to HOT

HOT solution has flexibility to support potential future managed lane segments

Feasibility Assessment Relative to Benchmarks

Segment 1 (I-564 to I-264) is feasible

- HOT 2+
- 4 hours in both the AM and PM peak
- Weekday only
- Dynamic Pricing
- Transaction-based (single gantry)

Segment 2 (I-264 to I-464) is NOT feasible financially*

- HOT 2+
- 4 hours in both the AM and PM peak and non-peak
- Weekday only
- Dynamic Pricing
- Transaction-based

* may be feasible, pending further study, if combined with managed lanes on High-Rise Bridge

Benefits

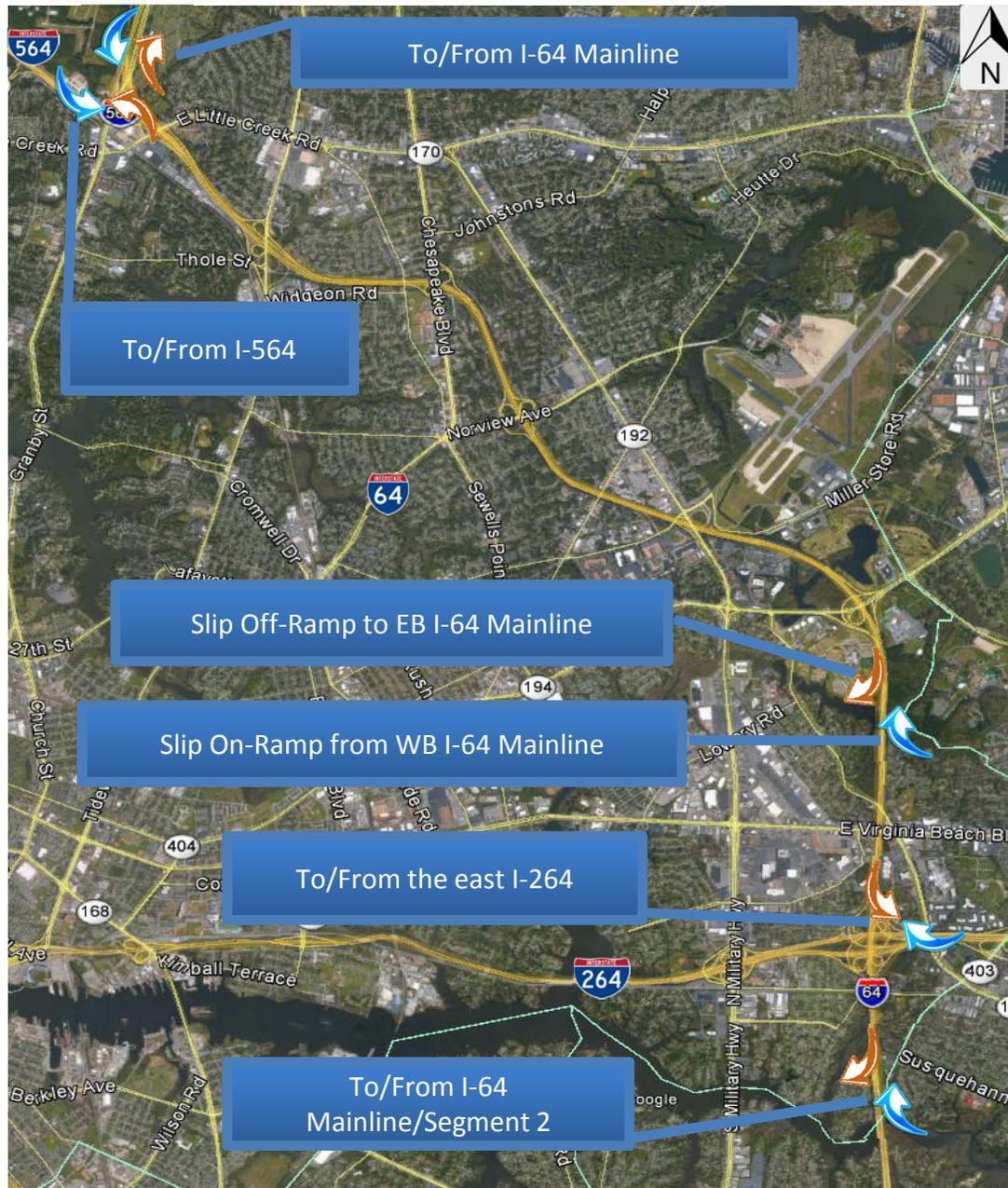
Segment 1 (I-564 to I-264)

- Average utilization during 2 Hour AM & PM HOV restricted periods
 - **AM: 1603 (existing), 4325 (2018), 4825 (2034)**
 - **PM: 2348 (existing), 5275 (2018), 5725 (2034)**
- GP utilization decreases **17% - 20%** due to shifts to HOT lanes
- Free flow capacity = 6000+ vehicles
(1,500 vehicles / lane x 2 lanes x 2 hours)

Segment 2 (I-264 to I-464)

- Average utilization during 2 Hour AM & PM HOV restricted periods
 - **AM: 1335 (existing), 2315 (2018), 2805 (2034)**
 - **PM: 1651 (existing), 2450 (2018), 2925 (2034)**
- GP utilization decreases **3% - 10%** due to shifts to HOT lanes
- Free flow capacity = 3000+ vehicles
(1,500 vehicles / lane x 1 lane x 2 hours)

Segment 1 Access



Segment 1 Toll Zone & Read Points



Anticipated CTB Action:

Based on the results of the feasibility study, VDOT will recommend the CTB take two actions:

- Convert Segment 1 (I-564 to I-264) from HOV-2 to HOT-2 and extend the operating hours to Monday - Friday 5:00am – 9:00am; 2:00pm – 6:00pm
- Authorize VDOT to use of the Toll Facility Revolving Account funds for initial capital costs

NOTE: Segment 2 (I-264 to I-464) is currently being evaluated in conjunction with the I-64 High Rise Bridge (I-464 to I-264) analysis

Implementation Schedule

Activities	Dates
Anticipate CTB Action	Oct 2016
RFP Development	Oct - Nov 2016
Civil Design	Oct – Dec 2016
Integrator Procurement	Nov 2016- Mar 2017
Public Outreach	Feb – Dec 2017
Civil Construction	Mar – Jun 2017
Integrator Implementation	Apr – Aug 2017
Open to Tolls	Summer/Fall 2017



I-64 HOV 2+ to HOT 2+ Conversion Norfolk/Virginia Beach/Chesapeake

James Utterback, PMP
Hampton Roads District Administrator

Presented to Commonwealth Transportation Board
September 20, 2016

Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS)

Commonwealth Transportation Board Briefing

September 20, 2016

Angel Deem
VDOT, Environmental Division Director

HRCS History

- 1991: Federal funding allocated for innovative projects, including the I-64 crossing of Hampton Roads
- 1997: I-64 Crossing Major Investment Study completed
- October 1999 – HRCS Draft EIS published
- March 2001– HRCS Final EIS published
- June 2001 – Record of Decision (ROD) issued for HRCS
- 2003 –NEPA reevaluation of P3 proposal resulted in revised ROD
- 2012: HRBT Draft EIS published
- 2013 –NEPA re-evaluation for the Third Crossing piece did not advance due to lack of fiscal constraint
- May 2015 – FHWA and VDOT concur that an SEIS is the appropriate NEPA document to re-evaluate HRCS

Milestone Schedule

- June 2015: Study initiated
- July 2015: Citizen Information Meetings/public comment period
- October 2015: Federal concurrence on Purpose and Need
- December 2015: Citizen Information Meetings/public comment period
- January 2016: Federal concurrence on alternatives retained for analysis
- August 5, 2016: Draft SEIS issued for a 45-day public comment period
- September 2016: Location Public Hearings/comment period concludes
- December 2016: Commonwealth Transportation Board action
- Spring/Summer 2017: Final SEIS
- Summer 2017: First Record of Decision

Cooperating Agencies

- Army Corps of Engineers
- Coast Guard
- Environmental Protection Agency
- Federal Transit Administration
- National Marine Fisheries Service
- Navy
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Portsmouth
- City of Virginia Beach

Purpose and Need

The purpose of the HRCS is to relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and VA 164 corridors. The HRCS will address the following needs:

- Accommodate travel demand
- Enhance emergency evacuation capability
- Improve transit access
- Improve strategic military connectivity
- Increase regional accessibility
- Increase access to port facilities
- Address geometric deficiencies

Three Tiers of Analysis

Engineering Segments

Operationally Independent Sections

Alternatives

Segments that comprise the alternatives retained for analysis



Operationally Independent Sections

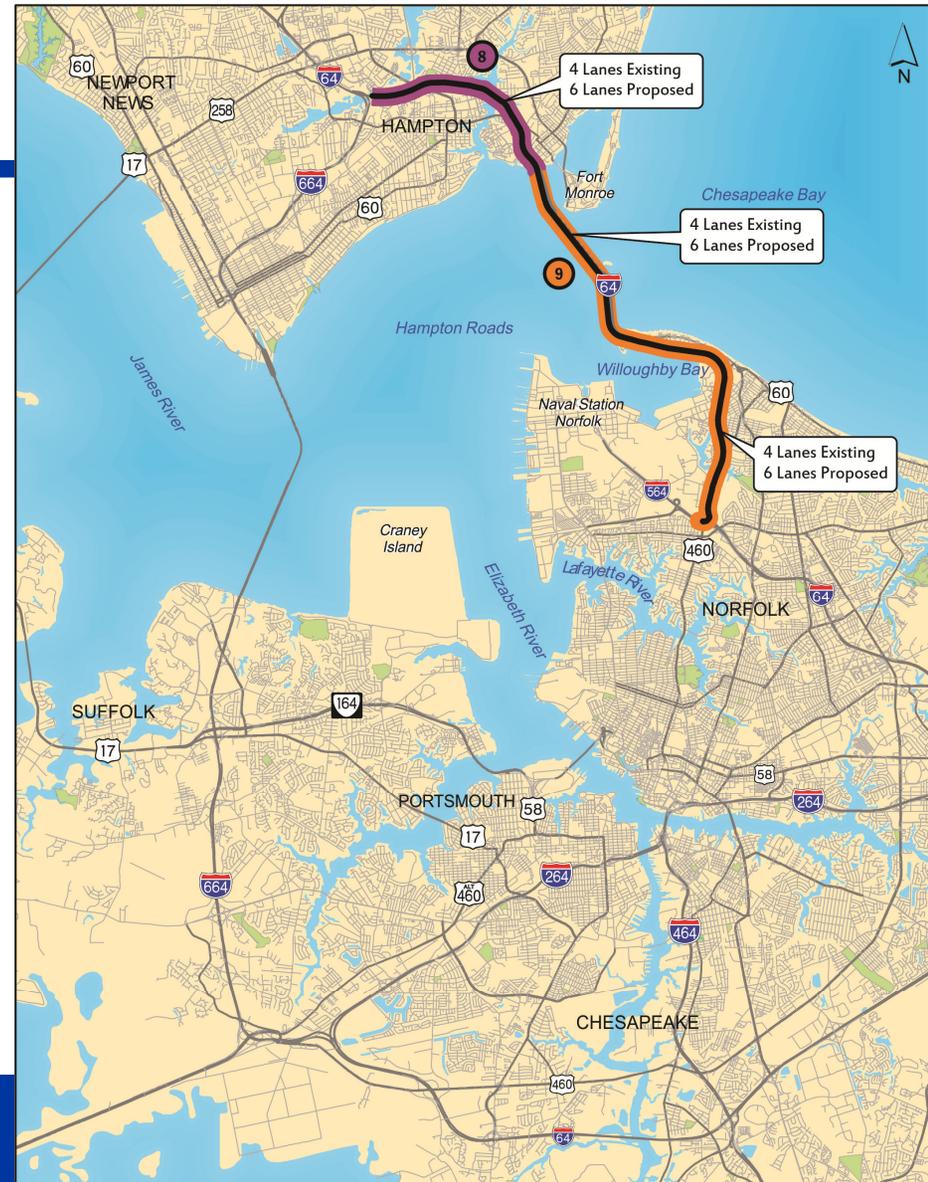
- Sections can be implemented as individual projects with separate Records of Decision
- Sections presented in SEIS show conservative implementation
- Final number and size of Sections would be determined by Records of Decision

Sections included in Draft SEIS (numbers correspond to previous map):

- I-664 from I-264 to US 58 (1)
- I-664 from US 58 to VA 164 (2)
- I-664 from VA 164 to Terminal Avenue Exit (3, 4, 5)
- I-664 from MMMBT/Terminal Avenue Exit to I-64 (6, 7)
- I-64 from I-664 to Mallory Street Exit (8)
- I-64 from Mallory Street Exit to I-564 (9)
- I-564, I-564 Connector, and I-664 Connector (10, 11)
- I-564, I-564 Connector, and VA 164 Connector (10, 13)
- I-664 Connector and VA 164 Connector (11, 13)
- VA -164 (14)

Alternative A

- Includes improvements to I-64 between I-664 and I-564
- Widen I-64 to a consistent six-lane facility
- Previously studied as part of HRBT EIS
- Improvements would be confined largely to existing right of way



Alternative A Review

Topic	Notes
Cost	<ul style="list-style-type: none"> • \$3.3 billion in 2016 dollars with a 40% contingency
Impacts	<ul style="list-style-type: none"> • Property takes: 9 residential, 0 commercial, 2 community facility • 8 acres of wetland impacts
Benefits	<ul style="list-style-type: none"> • Increased capacity along the I-64 HRBT corridor for daily, military, port, and evacuation traffic • Transit capacity improved along I-64 corridor • Address geometric deficiencies along the I-64 HRBT corridor
Issues/risks	<ul style="list-style-type: none"> • Port and Navy have stated that the alternative does not meet their respective elements of the Purpose and Need

Alternative B

- Same improvements considered under Alternative A
- Extend I-564 across the Elizabeth River with a new bridge-tunnel
- Construct new facility along the east side of Craney Island and widen Route 164



Alternative B Review

Topic	Notes
Cost	<ul style="list-style-type: none"> • \$6.6 billion in 2016 dollars with a 40% contingency
Impacts	<ul style="list-style-type: none"> • Property takes: 9 residential property, 0 commercial, 3 community facility • 73 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
Benefits	<ul style="list-style-type: none"> • Increased capacity along I-64, I-564, VA-164 for daily, military, port, and evacuation traffic • Enables connection between I-64 and I-664 • Transit capacity improved with new connections across Hampton Roads • Address geometric deficiencies along I-64 and other corridors • Provide new connection to port and military facilities
Issues/risks	<ul style="list-style-type: none"> • Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, Coast Guard Security needs. Specific height or other requirements may need additional design to identify

Alternative C

- Widen I-664 including transit-only lanes
- Extend I-564 across the Elizabeth River with a new bridge-tunnel that includes transit-only lanes
- Construct new facility along the east side of Craney Island

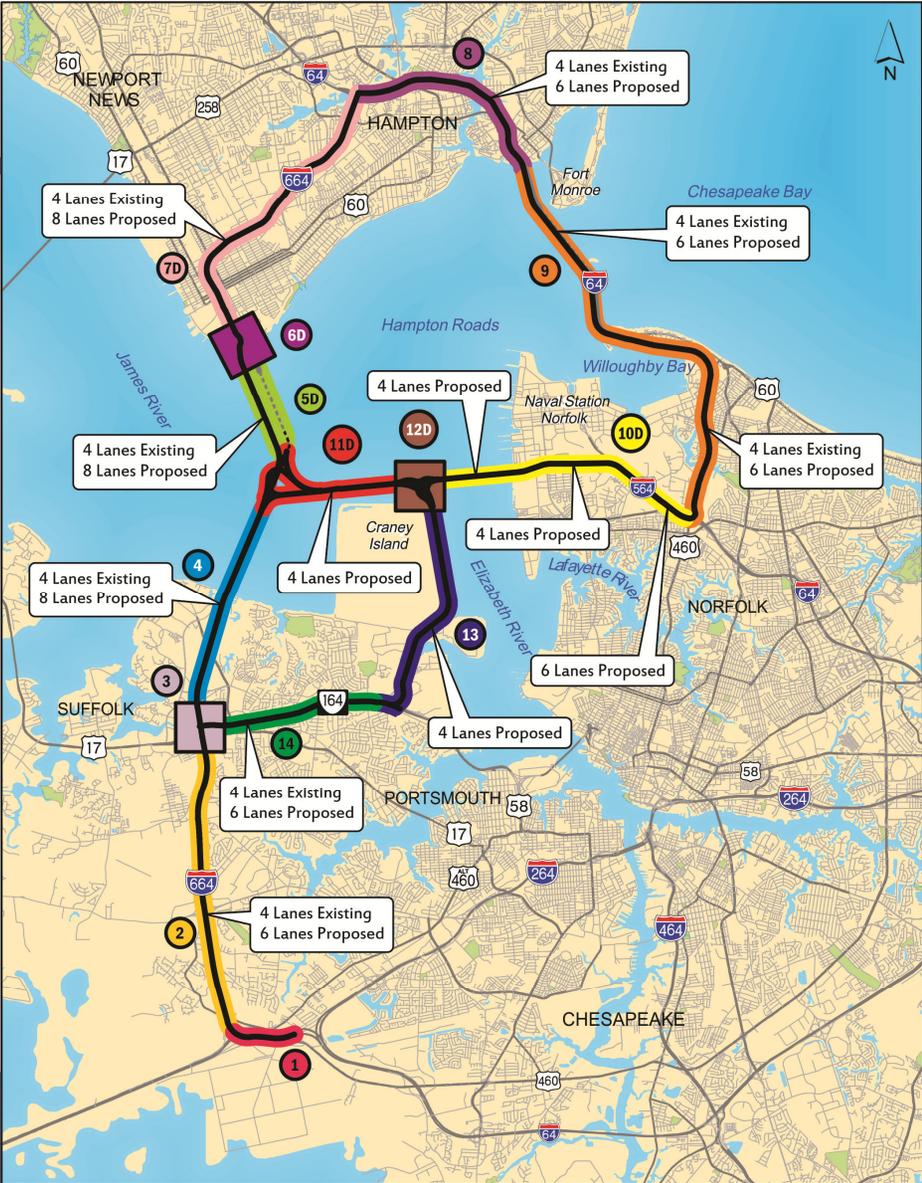


Alternative C Review

Topic	Notes
Cost	<ul style="list-style-type: none"> • \$12.5 billion in 2016 dollars with a 40% contingency
Impacts	<ul style="list-style-type: none"> • Property takes: 11 residential, 5 commercial, 4 community facility • 112 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
Benefits	<ul style="list-style-type: none"> • Increased capacity along I-664 and I-564 for daily, military, port, and evacuation traffic • New direct connection between I-64 and I-664 • Transit capacity improved with new “transit –only” lanes on I-664, I-564 • Address geometric deficiencies along multiple corridors • Provide new connection to port and military facilities
Issues/risks	<ul style="list-style-type: none"> • I-64/HRBT corridor not addressed • New over-water bridge would interfere with Craney Island operations – requirement for continued, unconstrained access to be determined during detailed design • Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, Coast Guard Security needs. Specific height may need additional design to identify

Alternative D

- Includes all sections considered in other alternatives
- Does not include transit only lanes along I-664 and over the water
- The different footprint allows for more information to be available to the study



Alternative D Review

Topic	Notes
Cost	<ul style="list-style-type: none"> • \$11.9 billion in 2016 dollars with a 40% contingency
Impacts	<ul style="list-style-type: none"> • Property takes: 20 residential, 4 commercial, 5 community facility • 120 acres of wetland impacts (can be reduced by meeting security needs along Craney Island)
Benefits	<ul style="list-style-type: none"> • Increased capacity along I-64, I-564, VA-164, I-664 for daily, military, port, and evacuation traffic • New direct connection between I-64 and I-664 • Transit capacity improved with new connections across Hampton Roads • Address geometric deficiencies along I-64 and other corridors • Provide two new connections to port and military facilities
Issues/risks	<ul style="list-style-type: none"> • New over-water bridge would interfere with Craney Island operations - requirement for continued, unconstrained access to be determined during detailed design • Alignment along Craney Island will need to be elevated to meet Army Corps, Navy, Coast Guard Security needs. Specific height may need additional design to identify • Highest wetland impacts

Summary of Benefits

	Alternative A	Alternative B	Alternative C	Alternative D
Increased capacity on I-64 for daily, military, port, and evacuation traffic	✓	✓		✓
Increased capacity on I-564 for daily, military, port, and evacuation traffic		✓	✓	✓
Increased capacity on I-664 for daily, military, port, and evacuation traffic			✓	✓
Increased capacity on VA-164 for daily, military, port, and evacuation traffic		✓		✓
Transit capacity improved along existing facilities	✓	✓	✓	✓
Transit capacity improved with new connection across Hampton Roads		✓	✓	✓
Address geometric deficiencies along the I-64 HRBT corridor	✓	✓		✓
Address geometric deficiencies along I-64 and other corridors	✓	✓		✓
New connection between I-64 and I-664		✓	✓	✓
Provide new connection to port and military facilities		✓	✓	✓
New connection between interstates while limiting new, overwater crossings		✓		

Analysis of Severe Congestion – in 2034

Severely Congested Vehicle Hours Traveled (VHT)				
No Build	Alternative A	Alternative B	Alternative C	Alternative D
362,154	328,336	326,444	347,887	328,376
Daily Delay Savings (VHT)				
n/a	33,818	35,710	14,267	33,778
Daily Delay Savings (\$)				
n/a	\$513,000	\$541,700	\$216,422	\$512,393

Summary of SEIS Findings

Resource	Alternative A	Alternative B	Alternative C	Alternative D
Potential Residential Relocations	9	9	11	20
Potential Commercial Relocations	0	0	5	4
Forested Area (acres)	15	73	180	178
Floodplains (acres)	113	213	213	313
Historic Architecture Resources ¹	6	11	10	16
Archaeological Resources ¹	6	10	26	33
Wetlands (acres) ²	8	73	112	120
Costs ³	\$3.3B	\$6.6B	\$12.5B	\$11.9B

- Notes:
- 1 - Coordination with Virginia Department of Historic Resources is ongoing
 - 2 - Based on photointerpretation methods documented in Draft SEIS and Natural Resources Technical Report
 - 3 - Costs in 2016 dollars with a 40% contingency

Public Comment Received to Date

- 250 attended two Location Public Hearings on September 7th and 8th
- The two highest priority sections were xxxx and xxxx
- The sections that were identified as being most costly were xxxx
- The sections that were identified as being most impactful were xxxxx

- Xx% support Alternative A
- Xx% support Alternative B
- XX% support Alternative C
- XX% support Alternative D

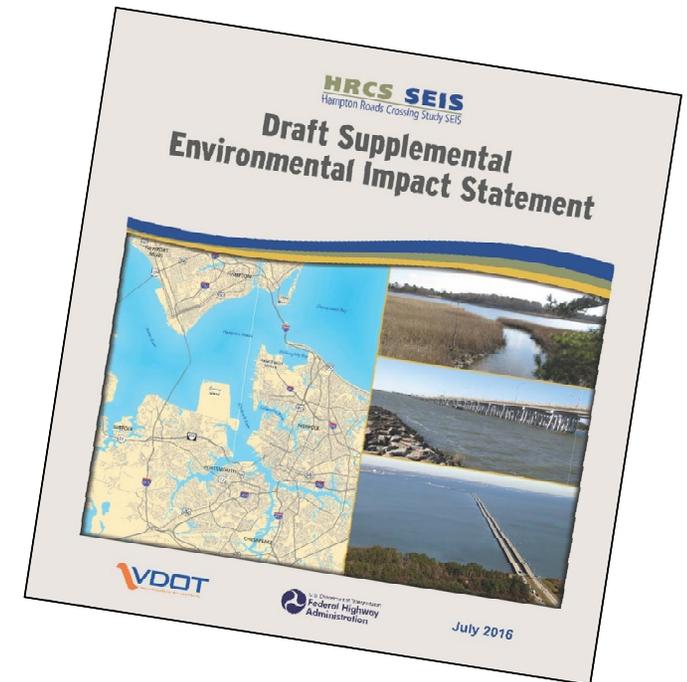
TO BE INFORMED BY PUBLIC COMMENT AND FINALIZED PRIOR TO BRIEFING

Agency Comment Received to Date

- Summarize agencies/localities that have commented
- **TO BE INFORMED BY PUBLIC COMMENT AND FINALIZED PRIOR TO BRIEFING**

Anticipated CTB Timeline

- September 2016: Briefing on study background and alternatives
- October 2016: Continued review of alternatives and of agency and public comment received on the Draft SEIS
- December 2016: Formal action to identify the preferred alternative



For more information and/or future updates
Visit: www.HamptonRoadsCrossingStudy.org
or
Email: HRCsSEIS@VDOT.Virginia.Gov

S. EXECUTIVE SUMMARY

This Executive Summary summarizes information contained in the Hampton Roads Crossing Study (HRCS) Draft Supplemental Environmental Impact Statement (SEIS). Specifically, this summary discusses the history of the study, alternatives considered, environmental effects of the alternatives, temporary construction effects, and next steps for the study. The summary is presented in question and answer format and includes commonly asked questions regarding the study.

1. WHAT IS AN EIS?

An Environmental Impact Statement (EIS) is a document required by the National Environmental Policy Act (NEPA) that takes into consideration the effects of a Federal agency's proposed action on the environment. NEPA requires Federal agencies to prepare an EIS when an action they are proposing has the potential to significantly affect the environment. An EIS identifies the purpose and need for the action; considers alternatives to meet the Purpose and Need; describes the affected environment; and analyzes the environmental consequences of the alternatives.

2. WHAT IS A SUPPLEMENTAL EIS AND WHY IS IT NEEDED?

Following completion of an EIS, and prior to the implementation or construction of the Preferred Alternative, new information or changes to the project may arise that have significant impacts on the environment that had not been previously considered. When this happens, the EIS is required to be supplemented. The resulting SEIS introduces up-to-date information, reconsiders alternatives, as necessary, and identifies potential mitigation for new adverse impacts. In addition, the public is afforded opportunities to review the new information and provide input before any final decisions are made.

3. WHAT IS THE HISTORY OF THE HRCS?

The Intermodal Surface Transportation Act of 1991 allocated funds for highway projects demonstrating innovative techniques of highway construction and finance. The Interstate 64 (I-64) crossing of Hampton Roads was included as one of the innovative projects. A Major Investment Study (MIS) of the I-64 crossing of Hampton Roads was completed in 1997. The MIS documented an initial review of alternatives to reduce congestion at the I-64 crossing. Following the MIS, the HRCS Draft EIS (DEIS) and Final EIS (FEIS) were published in 1999 and 2001, respectively, documenting the preferred alternative. Federal Highway Administration (FHWA) issued a Record of Decision (ROD) in 2001, completing the NEPA process. Other studies were completed to further evaluate potential Hampton Roads crossing improvements. In 2003 FHWA and the Virginia Department of Transportation (VDOT) completed a re-evaluation of the FEIS that analyzed implementing a portion of the preferred alternative. That re-evaluation validated the previous decisions. In 2011 FHWA and VDOT issued an Environmental Assessment (EA)/Re-evaluation of the HRCS FEIS covering the segments of the preferred alternative including the I-664 Connector, the I-564 Connector, and the VA 164 Connector. The Re-evaluation was not advanced due to fiscal constraints; no ROD was prepared. In 2012 FHWA and VDOT published the Hampton Roads Bridge-Tunnel (HRBT) DEIS. The DEIS evaluated options for improvements to I-64 between Hampton and Norfolk. The DEIS found that the Retained Alternatives would result in high impacts to historic and private properties. High impacts, along with lack of public and political support, led FHWA to rescind the Notice of Intent (NOI) for the project. In 2013 the 2011 EA was revised but the FHWA never made a final decision before the

decision to prepare a SEIS was made. This SEIS is being prepared in part due to the time that has lapsed since the 2001 FEIS. Environmental regulations and conditions in the Hampton Roads region and have changed substantially during the fifteen years that passed since the FEIS was completed, resulting in the need for a thorough reevaluation. Additionally, the preparation of this SEIS has been supported by the US Army Corps of Engineers (USACE).

4. WHAT AREA DOES THE PROPOSED STUDY COVER?

The study covers the metropolitan region known as “Hampton Roads” in southeastern Virginia. The Study Area Corridors span several local jurisdictions including the cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Suffolk.

5. WHO IS LEADING THE STUDY?

FHWA is the lead federal agency for the NEPA study. VDOT is the lead state agency.

6. WHAT ARE STUDY AREA CORRIDORS AND HOW WERE THEY DEVELOPED?

The Study Area Corridors are buffers around the existing and proposed road corridors which comprise the different alternatives. The Study Area Corridors capture the natural, cultural and social resources that may be impacted by improvements to those corridors. The Study Area Corridors are sufficiently wide to account for any needed right-of-way and construction impacts, while providing flexibility for efforts to avoid and minimize those impacts. The Study Area Corridors are generally defined as 250 feet on either side of the centerlines of I-64, I-564, I-664, Route 164, and proposed new location alignments. Areas around the interchanges included in the Study Area Corridors vary based on the anticipated footprint of proposed modifications; for instance, the new and existing interchanges where more extensive improvements are anticipated have larger boundaries.

7. WHAT OTHER AGENCIES ARE INVOLVED IN THE STUDY?

Other agencies include Cooperating Agencies and Participating Agencies. Cooperating Agencies are agencies other than a lead agency that have jurisdiction by law or special expertise with respect to any environmental resource impacted by the project. The following agencies have accepted invitations to be Cooperating Agencies: City of Hampton, City of Newport News, City of Norfolk, City of Portsmouth, City of Virginia Beach, Federal Transit Administration (FTA), National Oceanic and Atmospheric Administration National Marine Fisheries Service (NMFS), USACE, US Coast Guard (USCG), US Environmental Protection Agency (USEPA), and the US Navy. Participating Agencies are those with an interest in the project. Several dozen Federal and state agencies and groups, as well as the localities within and adjacent to the Study Area Corridors, have served as Participating Agencies for the study. A complete list of the agencies and their role in the study is provided in the Coordination Plan (**Appendix C**). A copy of the Agency Correspondence received to date is included in **Appendix D**.

8. WHAT IS THE PURPOSE OF THE HRCS AND WHY IS IT NEEDED?

The purpose of the HRCS is to consider alternatives that relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and Route 164 corridors. The HRCS addresses the following needs:

- Accommodate travel demand – capacity is inadequate on the Study Area Corridors, contributing to congestion at the HRBT;
- Improve transit access – the lack of transit access across the Hampton Roads waterway;
- Increase regional accessibility – limited number of water crossings, inadequate highway capacity, and severe congestion decrease accessibility;
- Address geometric deficiencies – insufficient vertical and horizontal clearance at the HRBT contribute to congestion;
- Enhance emergency evacuation capability – increase capacity for emergency evacuation, particularly at the HRBT;
- Improve strategic military connectivity – congestion impedes military movement missions; and,
- Increase access to port facilities – inadequate access to interstate highway travel in the Study Area Corridors impacts regional commerce.

9. WHAT ALTERNATIVES HAVE BEEN CARRIED FORWARD FROM PREVIOUS STUDIES?

Candidate Build Alternatives (CBA) 1, 2, and 9 from the 2001 FEIS have been modified and re-evaluated as Alternatives A, B, and C, respectively, in this Draft SEIS.

10. WHAT ALTERNATIVES WERE CONSIDERED BUT NOT RETAINED FOR ANALYSIS?

The alternatives that were considered but not retained for further analysis in both the 2001 HRCS FEIS and the 2012 HRBT DEIS were re-examined for the Draft SEIS. Additional alternative concepts were also identified during the 2015 scoping period for this SEIS. The description of these alternatives and the reasons why they were not carried forward for detailed analysis are summarized in **Chapter 2** of this Draft SEIS.

11. WHAT ALTERNATIVES ARE BEING CONSIDERED IN THIS DRAFT SEIS?

Five alternatives are under consideration in this Draft SEIS: the No-Build Alternative and four Build Alternatives. Modified versions of the alternatives retained for analysis in the 2001 FEIS are under consideration as part of this SEIS (Alternatives A, B, and C). In addition, a fourth alternative has been identified which captures elements of all alternatives (Alternative D).

Alternative A would create a consistent six-lane facility along I-64 from I-664 in Hampton to the I-564 interchange in Norfolk. A parallel bridge-tunnel would be constructed west of the existing I-64 HRBT; the tunnel width would match the expanded capacity on the approaches.

Alternative B would include all of the improvements included under Alternative A and also includes improvements along the existing I-564 corridor that extends from I-64 west across the Elizabeth River via a new bridge-tunnel. A new roadway would extend south from the new bridge-tunnel, along the east side of the Craney Island Dredged Material Management Area (CIDMMA), and connect to existing VA 164. VA 164 would be widened to I-664.

Alternative C would include improvements along I-564, across the Elizabeth River, and south to VA 164 that are included in Alternative B. However, this alternative does not include improvements to I-64 or VA 164. Instead, this alternative would continue west from I-564 over water and tie into I-664. This alternative would widen I-664 from I-64 in Hampton to I-264 in Chesapeake. A parallel bridge-tunnel would be constructed west of the existing Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT); the tunnel width would match the expanded capacity on the approaches. Alternative C also converts the

HOV lanes along I-564 in Norfolk to transit only. The I-564 Connector and the I-664 Connector would be constructed with one transit-only lane in each direction. These transit-only lanes continue in each direction north along I-664 to the terminus with I-64 in Hampton.

Alternative D would include improvements to I-64 between Hampton and Norfolk with a new parallel bridge-tunnel west of the existing HRBT. It also includes improvements along the existing I-564 corridor from I-64 west across the Elizabeth River via a new bridge-tunnel. A new roadway would extend south from the new bridge-tunnel, along the east side of CIDMMA, and connect to existing VA 164. VA 164 would be widened to I-664. I-664 would be widened from Hampton to Chesapeake with a new parallel bridge-tunnel west of the existing MMMBT.

12. WHAT IS AN OPERATIONALLY INDEPENDENT SECTION?

Each alternative considered in this Draft SEIS can be implemented and built using operationally independent sections (OISs). The OISs are provided for analysis purposes so that when it comes time to identify a Preferred Alternative, identification of OISs may allow one alternative to incorporate less costly or less environmentally damaging sections, creating a hybrid alternative not currently considered. Decision-makers may employ this approach to advance an alternative that balances cost, impacts, and effectiveness while meeting the elements of Purpose and Need. More detail on OISs are provided in **Chapter 2** of the Draft SEIS.

13. WHEN WILL A PREFERRED ALTERNATIVE BE IDENTIFIED?

After the publication of this Draft SEIS, there will be a 45-day public comment period in accordance with 40 CFR 1506.10. This comment period will include Location Public Hearings that will provide an opportunity for the public to review and discuss the results of the study with study team members. Following the comment period, the Commonwealth Transportation Board (CTB) will be briefed on the study; the alternative that FHWA, VDOT, and the Cooperating Agencies recommended as the Preferred Alternative; and the public and agency input that has been received to date. It is anticipated that following this briefing, the CTB will identify a Preferred Alternative. FHWA and VDOT will prepare a Final SEIS to document the Preferred Alternative and respond to substantive comments received on the Draft SEIS.

14. HOW WILL THE PREFERRED ALTERNATIVE BE IDENTIFIED?

Following the public comment period on the Draft SEIS, FHWA and VDOT will recommend to USACE the alternative the agencies believe should be identified as the Preferred Alternative and the preliminary Least Environmentally Damaging Practicable Alternative (LEDPA). This recommendation will be informed by the data presented in the Technical Reports and Draft SEIS. It will also be based on input received from the public during the Citizen Information Meetings, Location Public Hearings, and associated comment periods and input from the Cooperating and Participating Agencies. This may provide sufficient information for USACE to determine the preliminary LEDPA. The LEDPA is not identified until a permit application is submitted. Identifying a preliminary LEDPA as this stage in project development provides support that the Preferred Alternative is permissible and can be implemented via individual projects/permits. Once USACE had concurred on this recommendation, it will be presented to the Cooperating Agencies for concurrence as the recommended Preferred Alternative. This recommendation will then be presented to the Commonwealth Transportation Board (CTB) for official action. If approved by the CTB, the Preferred Alternative will be carried forward to the Final SEIS.

15. COULD THE PREFERRED ALTERNATIVE BE A COMBINATION OF THE ALTERNATIVES EVALAUTED IN THE SEIS?

Consistent with the response to Question 11, the Preferred Alternative may be a combination of OISs from the different alternatives under consideration in order to balance cost, impacts, and the alternative's ability to meet the Purpose and Need, resulting in a hybrid alternative not evaluated as a stand-alone alternative in the Draft SEIS. Should decision makers select a hybrid alternative as the Preferred Alternative, it will be fully documented in the Final SEIS. Depending on the nature of a hybrid alternative, if selected, public involvement opportunities may be offered to solicit additional public comment.

This Draft SEIS includes impact information broken down by OISs to inform the development of potential hybrid alternatives (**Appendix A**).

16. IS TRANSIT BEING CONSIDERED?

Each alternative retained for analysis in this SEIS accommodates transit. In some cases, as with Alternative C, this occurs through dedicated transit lanes and offers a competitive time advantage to transit operations. For other alternatives, transit operations occur in lanes open to other vehicles. Specific descriptions of how transit could operate under each alternative are included in **Chapter 2** of this Draft SEIS. If appropriate, additional transit modeling would occur once the Preferred Alternative is identified and would be summarized in the Final SEIS.

During the initiation of the HRCS SEIS, the Virginia Department of Rail and Public Transit (DRPT) and Hampton Roads Transit Agency provided preliminary ridership projections for rail and bus transit along the Study Area Corridors. As a result of this preliminary analysis, DRPT recommended that dedicated light rail transit should not continue to be studied. DRPT also noted that the results of the preliminary analysis supported continued study of high frequency Bus Rapid Transit (BRT) service in a fixed guideway or in shared high occupancy vehicle (HOV) or high occupancy toll (HOT) lanes. Therefore, BRT is the mode of transit considered in this Draft SEIS.

17. WILL THERE BE TOLLS?

The alternatives in the SEIS can accommodate general purpose lanes, HOV lanes, HOT lanes, or lanes tolled/managed in other ways. The traffic analysis for the Draft SEIS was based on general purpose lanes and in the case of Alternative C, general purpose lanes and dedicated transit lanes. If the identified Preferred Alternative includes a specific toll or management scenario, that scenario would be documented and analyzed in the Final SEIS. It should be noted that the identification of HOV, HOT, or toll management is not required to conclude the NEPA process. Such decisions could be made after the NEPA process, when more detailed design and cost estimating would occur.

18. HOW WOULD TRAFFIC ON THE HRBT AND MMMBT CHANGE?

The impact to traffic volumes on the HRBT and MMMBT depends on the alternative under consideration. In general, travel demand across Hampton Roads is projected to increase between now and 2040. This increased travel demand will result in increases in daily traffic on both the HRBT and the MMMBT even without any improvements (No Build alternative).

When capacity is added on either the HRBT or MMMBT, traffic will tend to shift to the facility with the most capacity. Under Alternatives A and B, the HRBT would see additional increases in traffic daily volume compared to No Build conditions, while traffic volumes on the MMMBT would decrease slightly. Conversely, traffic volumes would decrease on the HRBT and would increase on the MMMBT under Alternative C, compared to No Build conditions. Under Alternative D, which includes widening on both the HRBT and the MMMBT, the overall increase in traffic volumes would be spread between the two bridge-tunnels, and traffic volumes on both the HRBT and MMMBT are projected to be higher than those under No Build conditions.

19. WOULD REGIONAL TRAFFIC PATTERNS CHANGE?

Regional traffic patterns would change in concert with the shift in traffic between the HRBT and MMMBT, depending on where tunnel capacity is increased. In addition, local roadways that parallel the Study Area Corridors that would be widened under the project and currently accommodate spill-over traffic could experience traffic volume reductions as drivers gravitate to improved roadways with better travel conditions.

20. WHAT IMPACTS ARE ANTICIPATED TO RESULT FROM THE ALTERNATIVES?

Potential environmental consequences of the alternatives were estimated based on each alternative’s limit of disturbance (LOD). The LOD has been identified for alternative comparison purposes and decision-making during the NEPA process and would be further refined during final design. Proposed impacts of the alternatives are summarized in **Table S-1**. Values provided include both permanent and temporary impacts.

Table S-1: Impact Matrix

Resource	No-Build Alternative	Alternative A	Alternative B	Alternative C	Alternative D
Right-of-Way number of properties (acres)	0	86 (10.3)	130 (248.9)	201 (340.6)	248 (319.6)
Residential	0	24 (0.5)	29 (0.6)	58 (1.9)	69 (2.1)
Commercial	0	6 (1.3)	10 (2.7)	23 (4.7)	23 (5.5)
Industrial	0	6 (0.9)	14 (54.8)	35 (104.2)	33 (94.1)
Institutional	0	9 (2.8)	14 (113.3)	15 (117.7)	20 (120.1)
Military	0	4 (0.6)	7 (22.5)	3 (23.2)	7 (22.5)
Open Space	0	14 (1.1)	27 (23.9)	59 (44.1)	66 (44.0)
Other	0	23 (3.1)	29 (31.2)	8 (44.9)	30 (31.2)
Potential Residential Relocations	0	9	9	11	20
Potential Commercial Relocations	0	0	0	5	4
Other Relocations*	0	2	4	8	9
Military Facilities # (acres)	0	1 (22.4)	4 (162.9)	4 (168.1)	4 (163.7)

Resource	No-Build Alternative	Alternative A	Alternative B	Alternative C	Alternative D
Number of Census Block Groups with Environmental Justice Populations Present	0	8	17	25	35
Community Facilities (#)	0	2	3	4	5
Parks & Recreation	0	1	2	2	3
Place of Worship	0	0	0	1	0
Cemetery	0	0	0	0	0
School / University	0	1	1	1	2
Land Use (acres)	0	27.8	260.4	333.0	335.9
Residential	0	0.5	0.6	2.6	2.7
Commercial	0	1.8	3.2	6.3	7.5
Industrial	0	0.7	72.1	119.9	112.1
Institutional	0	2.8	113.3	117.4	119.8
Military	0	20.8	47.4	40.4	47.4
Open Space	0	1.2	23.9	46.4	46.4
Section 4(f) Properties (#)	0	6	7	5	9
Farmland	0	0	0	0	0
Stream Impacts (linear feet)	0	0	0	547.9	547.9
Navigable Waters (acres)	0	147.3	215.6	369.9	480.9
Maintained Navigable Channels	0	12.3	24.4	57.1	62.3
Wetlands (acres)	0	7.8	72.6	111.5	119.9
Resource Protection Areas (acres)	0	1.1	16.0	139.8	127.1
Floodplains (acres)	0	112.6	213.3	213.3	313.3
Hampton Roads Aquatic Habitat (acres)	0	155.7	201.2	572.6	660.7
Benthic Communities	0	153.9	240.7	664.7	741.5
Essential Fish Habitat, Habitat Areas of Particular Concern, and Anadromous Fish Use Areas (acres)	0	138.4	214.3	565.4	636.3
Threatened & Endangered Species Habitat (acres)	0	1.0	111.9	163.9	153.7
Submerged Aquatic Vegetation (acres)	0	1.8	1.8	0	1.8
Terrestrial Habitat (Forested Area) (acres)	0	14.9	73.1	179.5	177.6
Water Quality	No impact	Short-term and minor, beneficial long-term impacts			
Historic Architecture Resources (#)	0	6	11	10	16
Archaeology Resources (#)	0	6	10	26	33
Noise Impacts (#)	0	953	1,987	1,014	2,548

Resource	No-Build Alternative	Alternative A	Alternative B	Alternative C	Alternative D
Air Quality	No impact	Minor Short-term Impacts	Minor Short-term Impacts	Minor Short-term Impacts	Minor Short-term Impacts
Potential Hazardous Materials Sites	0	27	70	194	232
Visual Impacts	No impact	Minor to moderate			
Energy Requirements and Conservation Potential	No impact	Minor energy requirements			

Notes: Right-of-Way data was gathered from each of the localities. Land use data was gathered from HRTPO. *Other parcels include industrial, institutional, military, and open space.

21. HOW MUCH WILL EACH ALTERNATIVE COST?

The estimated construction costs of each alternative are provided by each alignment section that makes up the operationally independent sections of the alternatives. Detailed cost estimates are provided in **Chapter 2** and summarized in **Table S-2** below. The costs are in 2016 dollars and include a 40 percent contingency. Once a Preferred Alternative is identified, refinement of that alternative in the Final SEIS could result in updates to the costs presented in this Draft SEIS.

Table S-2: Alternative Cost Estimates

Cost Estimate Elements	Alternative A	Alternative B	Alternative C	Alternative D
Construction Cost	\$3.0B	\$5.9B	\$11.2B	\$10.6B
Preliminary Engineering	\$237.6M	\$487.4M	\$857.9M	\$809.3M
Right-of-Way and Utilities	\$68.8M	\$224.9M	\$466.3M	\$466.0M
Total Cost	\$3.3B	\$6.6B	\$12.5B	\$11.9B

22. WHEN WILL THE PREFERRED ALTERNATIVE BE CONSTRUCTED?

There is no schedule for construction at this time, and there are a number of steps that would need to occur before construction could begin on a Preferred Alternative. Following the Draft SEIS and Location Public Hearings, a Preferred Alternative will be identified and a Final SEIS will be prepared. Before FHWA can issue its ROD for the project, funding will need to be identified to construct the project, and that funding will need to be programmed in the Hampton Roads Transportation Planning Organization’s (HRTPO) Long Range Transportation Plan and Transportation Improvement Program, as well as the VDOT Statewide Transportation Improvement Program. Once a ROD is issued, decisions would be made on how the project funding will be procured. These decisions would affect the sequence and timing of subsequent steps like detailed design, acquisition of permits, right-of-way activities, and construction.

23. HOW HAS THE PUBLIC BEEN INVOLVED IN THE STUDY?

Public input has been solicited since the study began and will continue throughout the study process. As part of the NOI to prepare the SEIS (published in June 2015), FHWA solicited input on issues that should be considered in the study. At the same time, VDOT initiated scoping to gather information from a variety of local, state, and Federal agencies and the public. Two rounds of Citizen Information Meetings were held in July and December of 2015 to present the public with study information and to solicit feedback on the conduct of study, Purpose and Need, and alternatives to be retained for analysis. Email updates have been regularly sent to a study mailing list which includes citizens who have requested more information on the study. The project website, www.HamptonRoadsCrossingStudy.org, has been regularly updated with study information, public meeting materials, and various technical studies and documents. The website also provides the public with an option to submit comments to VDOT at any time. EPA issued a Notice of Availability for this Draft SEIS in the Federal Register to notify the public that the document is available for review and comment, and VDOT has used a number of strategies to notify the public of the document's availability. VDOT will conduct Location Public Hearings within the 45-day comment period for the Draft SEIS and notify the public of the Hearing dates and locations via mailings and newspapers and project website notifications.

24. WHAT OPPORTUNITIES HAVE BEEN PROVIDED FOR AGENCIES TO BE ENGAGED IN THE STUDY?

At the onset of the study agencies and localities were invited to be Participating and Cooperating Agencies (see details provided in **Appendix C** [Coordination Plan]). FHWA and VDOT have held and will continue to hold regular meetings with the Cooperating Agencies to keep them informed and engaged as the study progresses. The Federal Cooperating Agencies have been asked to provide written concurrence on the various study elements including: Purpose and Need, Alternatives Considered, and the recommended Preferred Alternative/preliminary LEDPA. The Cooperating Agencies have reviewed drafts of the supporting technical documents and the preliminary Draft SEIS. VDOT and FHWA have also had a number of meetings with the Participating Agencies and have afforded them an opportunity to review and comment on the Purpose and Need of the project as well as the Alternatives Considered. Finally, VDOT has briefed other agencies, localities, and groups as the study has progressed (see **Chapter 6** for more detail).

25. HOW CAN THE PUBLIC COMMENT ON THIS SUPPLEMENTAL EIS?

The public will be notified in local newspapers, other media outlets, and the Federal Register when the Draft SEIS is available for public review. Pursuant to 40 CFR 1506.10 and 23 CFR 771.123(i), the public (including local, state and federal public agencies) will be provided at least 45 calendar days to review and provide comments on the Draft SEIS after the Federal Register notice. VDOT will also hold a Location Public Hearing approximately 30 days following the Federal Register notice pursuant to 40 CFR 1506.6(c) and 23 CFR 771.111(h). Comments may be submitted to VDOT electronically using the project website (www.HamptonRoadsCrossingStudy.org) or at the Location Public Hearing by oral testimony or written comment form. Additional information regarding how to comment will be included in the public notices.

All comments received during the 45-day comment period on the Draft SEIS, including at the Location Public Hearing, will be considered and all substantive comments will be addressed in the Final SEIS, which is scheduled for Spring 2017.

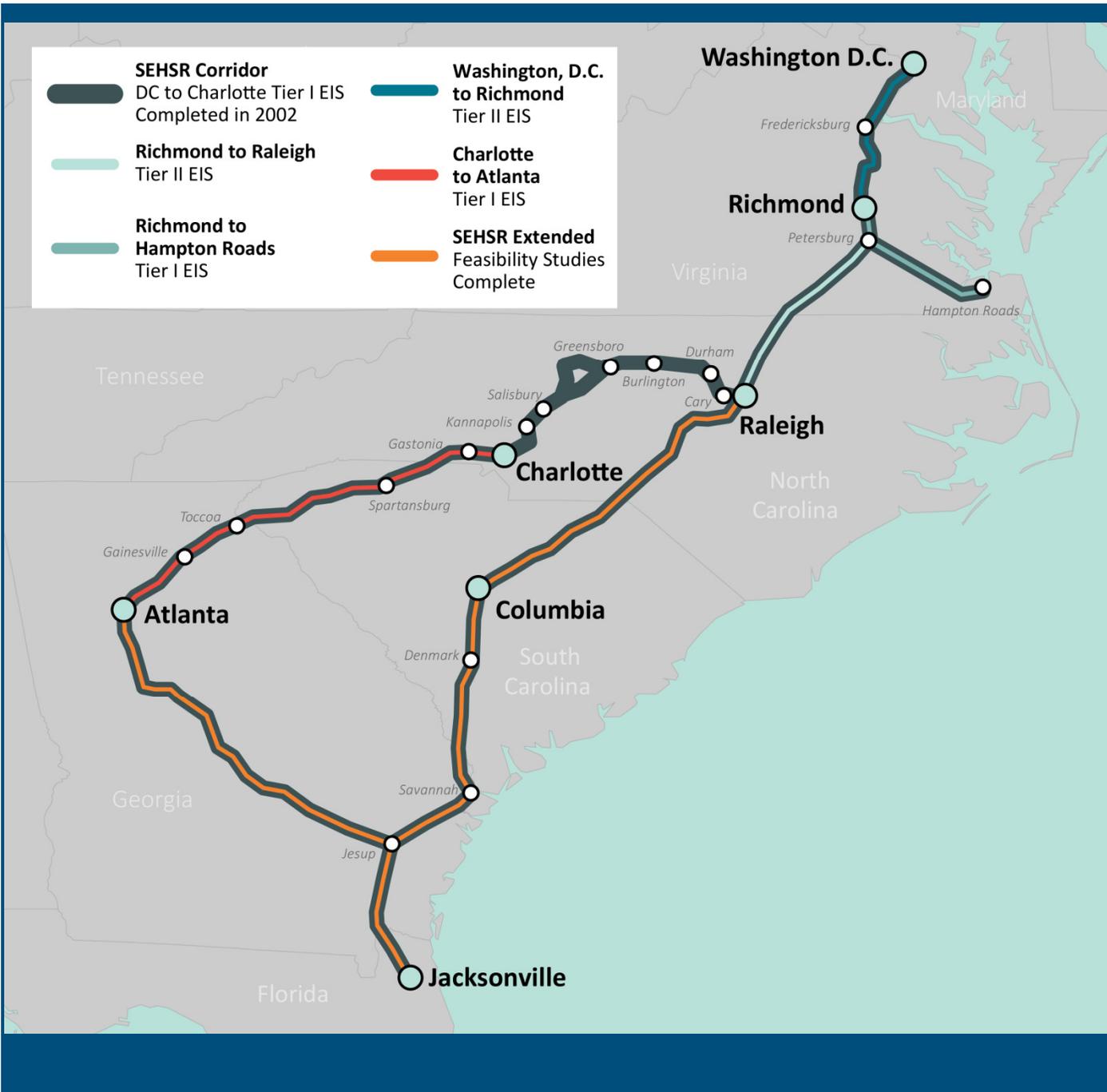
26. WHAT ARE THE NEXT STEPS?

Following the publication of this Draft SEIS there will be a 45-day comment period in accordance with 40 CFR 1506.10. During this time the Draft SEIS will be made available for review and the results will be presented at the Location Public Hearings. Following the comment period, VDOT and FHWA will coordinate with USACE to identify the preliminary LEDPA. Once the agencies have agreed on the preliminary LEDPA, VDOT, FHWA, and the other Federal Cooperating Agencies will concur on the recommended preferred alternative. This recommendation will be presented to the CTB along with the study findings and input received on the Draft SEIS. If the CTB approves the Preferred Alternative, a Final SEIS will be prepared to document the Preferred Alternative and respond to substantive comments received on this Draft SEIS. Once funding is identified for the Preferred Alternative, FHWA will be in a position to issue a ROD.



DC2RVA CTB Update

September 20, 2016



Southeast High Speed Rail (SEHSR)

Southeast High Speed Rail Timeline

	1990	2000	2010	2020	2030	2040
Southeast High Speed Rail Corridor	<p>1991 – National high speed rail corridors included in the Intermodal Surface Transportation Efficiency Act of 1991</p> <p>1992 – USDOT designated SEHSR from Washington, D.C. to Charlotte, NC as one of the national high-speed rail corridors <i>The designation allowed for federal funds to be spent on rail-related improvements</i></p> <p>1999 – Tier I EIS began for the entire 500-mile corridor Washington, D.C. to Charlotte, NC</p> <p>2002 – Tier I Record of Decision published</p> <p>2008 – Passenger Rail Investment and Improvement Act</p> <p>2009 – USDOT launches High Speed Intercity Passenger Rail (HSPIR) Program</p> <p>2010 – 1st Meeting Virginia North Carolina Rail Compact - approved by Congress, VA and NC</p> <p>2013 – VTRANS 2035 Update highlights I-95 from Richmond to Washington, D.C. as most congested corridor in the state – Current Freight Plan specifically calls for increased passenger and freight in the RF&P – Current Statewide Rail Plan identifies phased approach to HSR & new passenger rail service</p>					
Richmond to Raleigh	<p>2003 – Tier II EIS project began for the Raleigh, NC to Petersburg, VA segment</p> <p>2007 – Tier II EIS extended to Richmond, VA</p> <p>2016 – Tier II Record of Decision expected</p>					
Richmond to Hampton Roads	<p>2012 – Tier I Record of Decision <i>A preferred high-speed rail alternative was identified</i></p>					
Washington, D.C. to Richmond (DC2RVA)	<p>1999 – Amtrak Study for Improving the DC2RVA Corridor</p> <p>2003 – Main Street Station reopened</p> <p>2014 – Tier II EIS project began</p> <p>2017 – Tier II Record of Decision expected</p> <p>2025 – Conceptual ‘build year’ for planning purposes Planning horizon year – 2045</p>					

DRPT Passenger Rail Initiatives



- Roanoke Amtrak Extension – by 2017 (General Assembly Priority)
- Double Lynchburg Amtrak Service by 2018
- Triple Norfolk Amtrak Service by 2022 (General Assembly Priority)
- Restore VRE slots used for Lynchburg & Richmond Amtrak

DRPT Capital Improvements



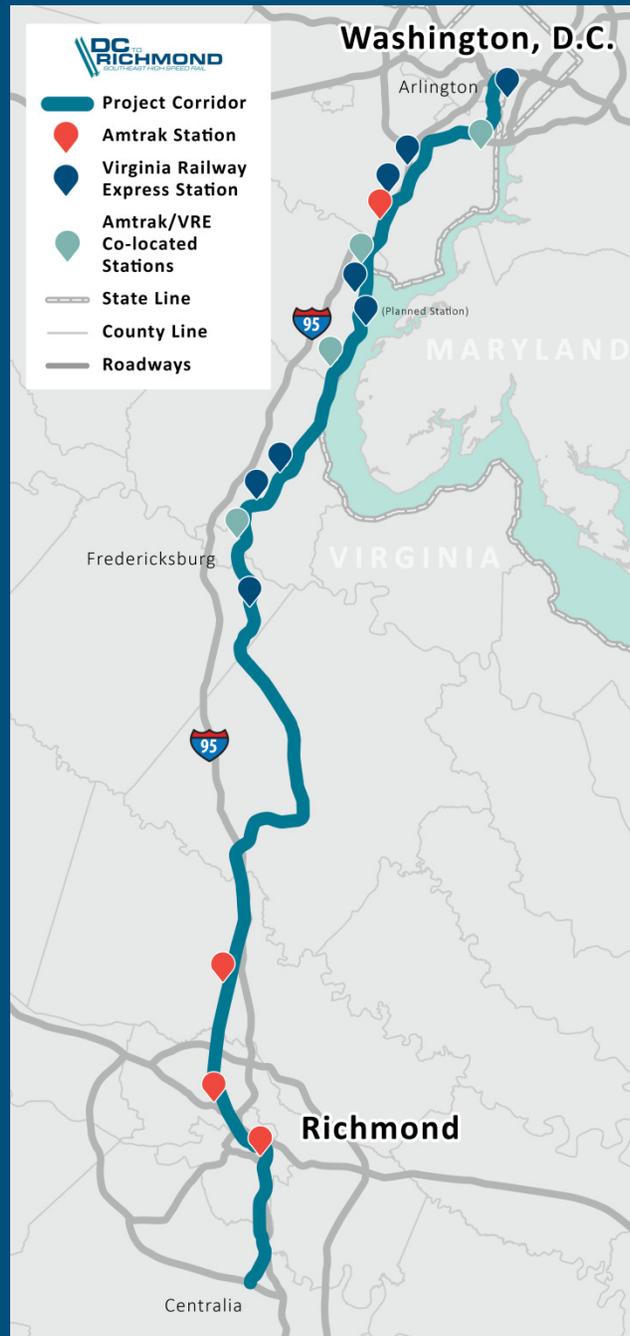
* Supports \$350 million in Port of Virginia improvements authorized by the 2016 General Assembly

Atlantic Gateway Rail Component



Atlantic Gateway is a \$1.4 Billion multi-modal program of projects that includes the following rail improvements:

- Long Bridge-Phase 1
- Dedicating the S-Line
- Constructing a Third Main Line Track (Franconia to Occoquan)
- Engineering for Long Bridge-Phase 2
- Improving Rail Operations Along the Corridor



DC2RVA Corridor Overview

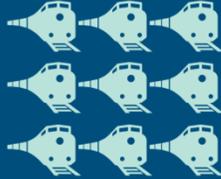
- 123-mile corridor
- Follows CSX's rail line
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service

Why are we doing this?

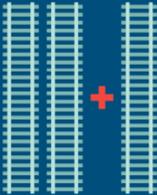
- Increase passenger and freight rail capacity on I-95 corridor
 - Despite investments, this is the most unreliable and heavily congested corridor in Virginia (2013 VTRANS 2035 Update) and one of the most congested in the US
 - Additional VRE or Amtrak service is impossible without adding rail capacity
 - Additional truck diversions off I-95 are not possible without adding rail capacity
- Provide more frequent and reliable passenger trains
 - Almost double the current number of round trips
 - Safe, reliable service will improve mobility for workforce and business customer base, now and in the future
- Build upon current projects that are addressing freight and passenger bottlenecks, including Port of Virginia investments

DC2RVA Purpose & Need

 **Increase Reliability** 

 **Improve Frequency** 

 **Reduce Travel Time** 

 **Increase System Capacity** 

Schedule



Scoping

DRAFT Draft Purpose & Need Final Purpose & Need

Alternatives

Screening



DRAFT Draft EIS Final EIS

Record of Decision

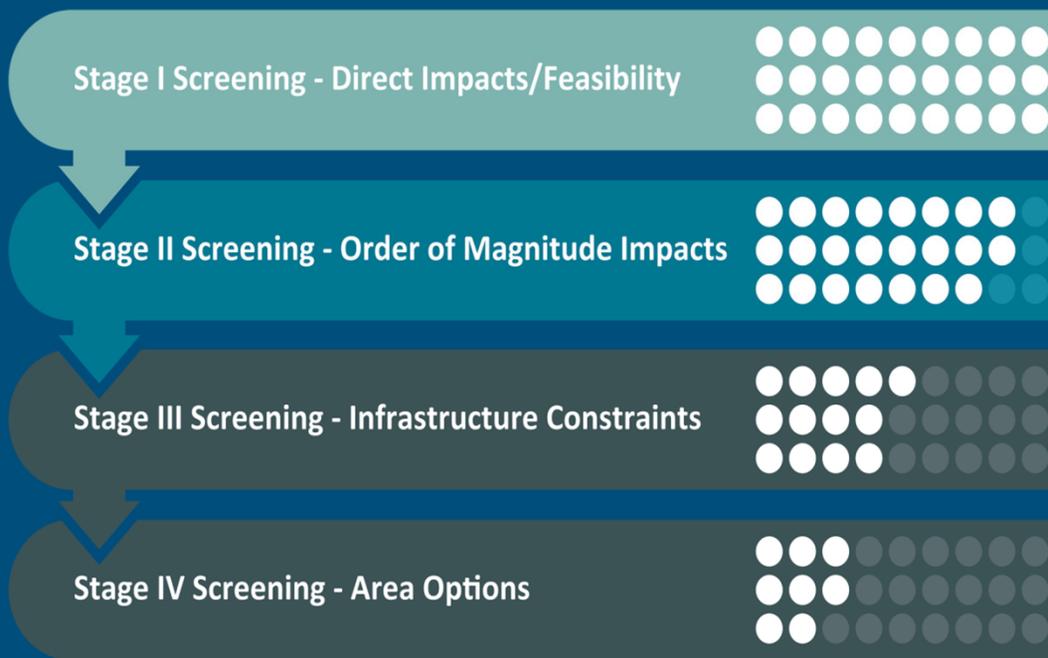


Existing and Future Service Assumptions

Train Service	Existing Service	2025 Build	2045 Build
Freight	20-30 Daily Trains	Existing + 2% annual growth (Est. 24-36 trains)	Existing + 2% annual growth (Est. 36-54 trains)
Amtrak Long Distance	10-11 Daily Trains (1 train 3x a week)	12 Daily Trains	12 Daily Trains
Interstate Corridor (NC)	2 Daily Trains	2 Daily Trains	2 Daily Trains
Northeast Regional (VA)	12 Daily Trains	14 Daily Trains	14 Daily Trains
VRE	34 Daily Trains (Including non-revenue movements)	38 Daily Trains	38-92 Daily Trains
Interstate Corridor (SEHSR)	Currently No Service	9 Daily Trains	9 Daily Trains
Total Daily Trains (est.)	78-89 Daily Trains	99-111 Daily Trains	111-183 Daily Trains

Draft EIS Evaluation Criteria & Screening Process

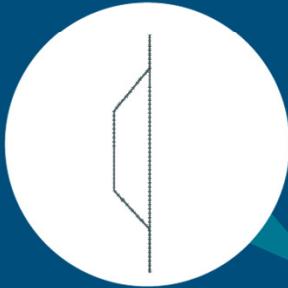
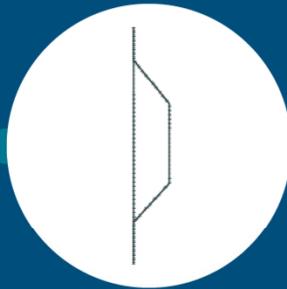
- Purpose and Need
- Natural/environmental
 - Wetlands
 - Air Quality
 - Noise
- Social
 - Cultural Resources
 - Environmental Justice
 - Title VI
 - Public Safety
- Economic
 - Annual O&M Costs
 - Infrastructure Costs
 - Ridership



Washington, D.C.



Fredericksburg



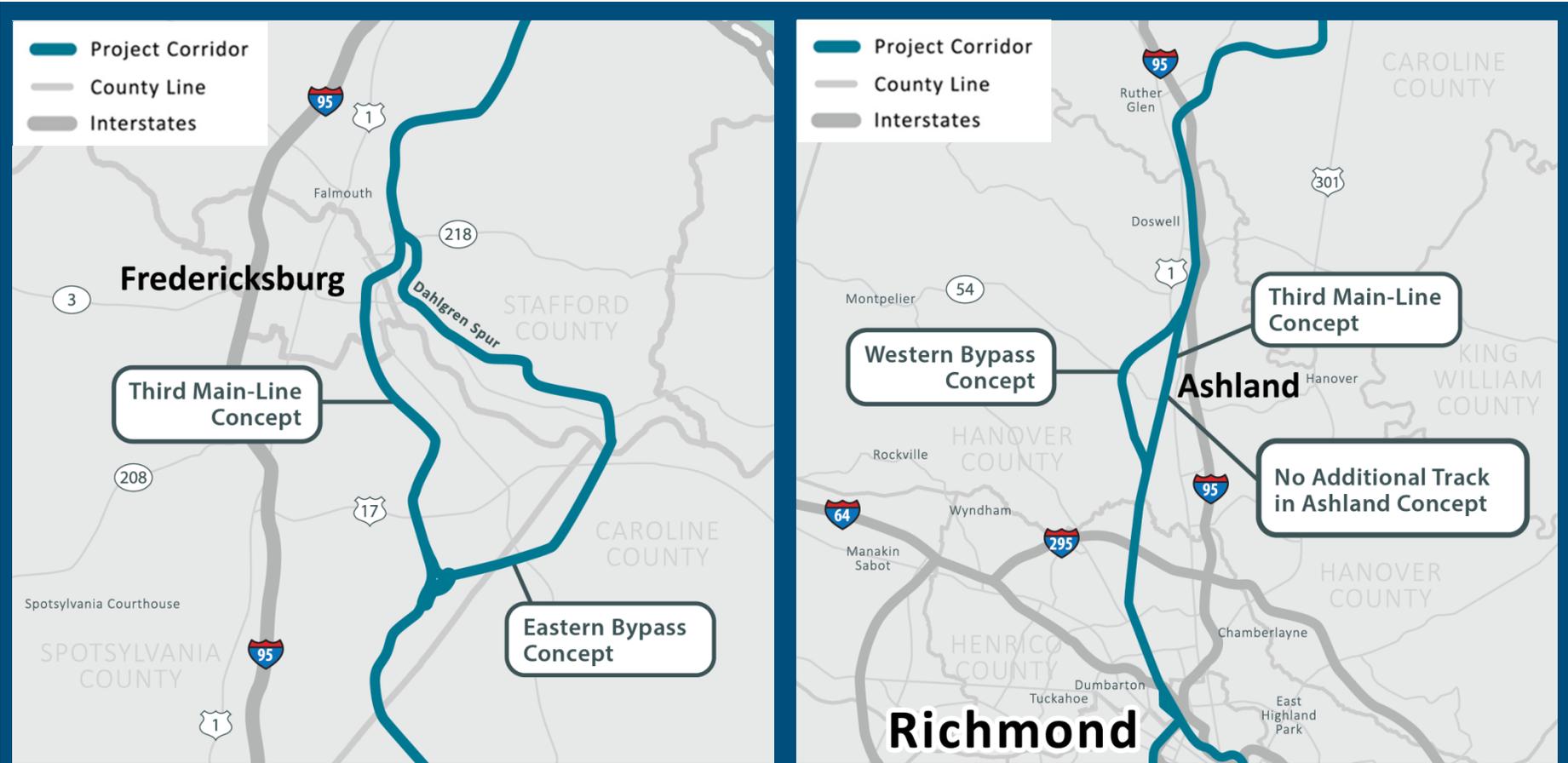
Ashland

Richmond



Summary of Alternatives Carried Forward

Fredericksburg & Ashland Concepts

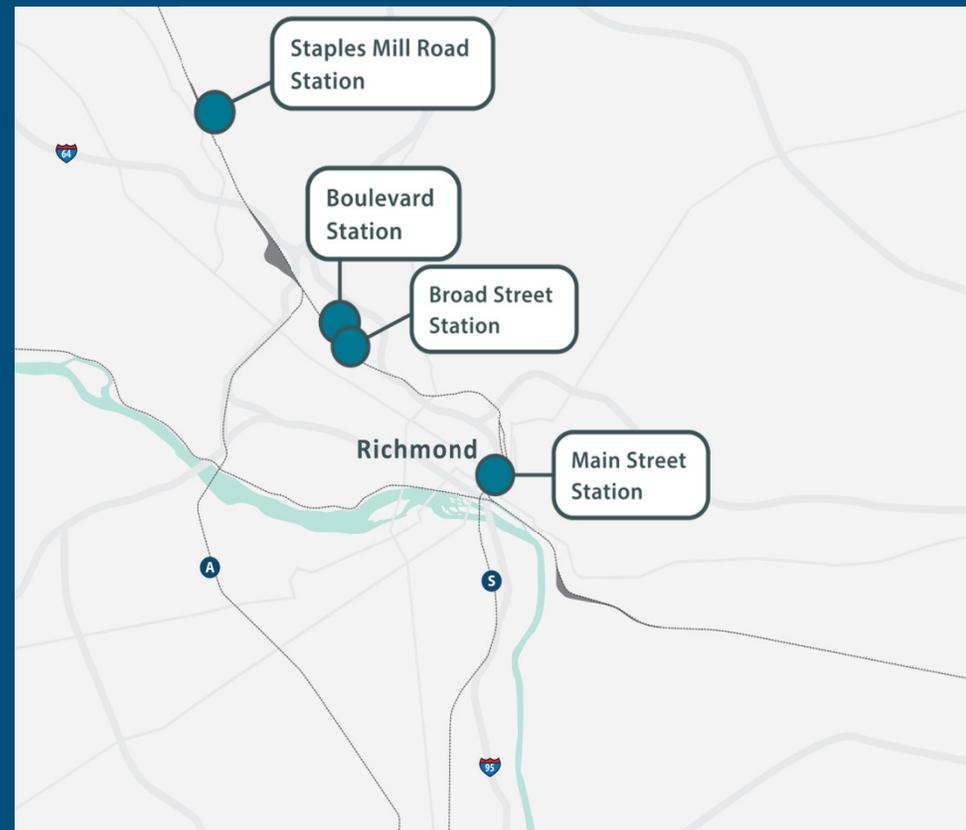


Fredericksburg Bypass

Ashland Bypass

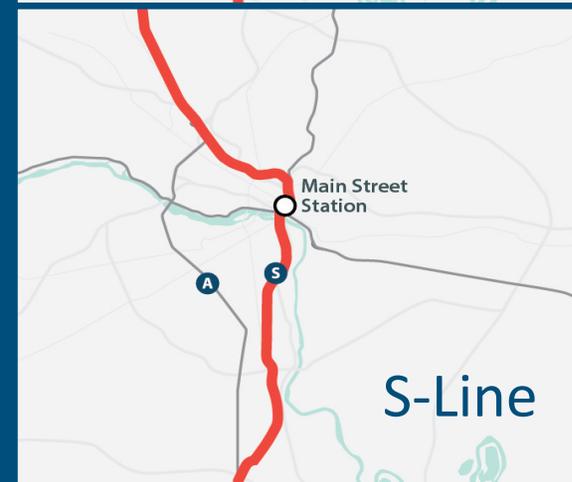
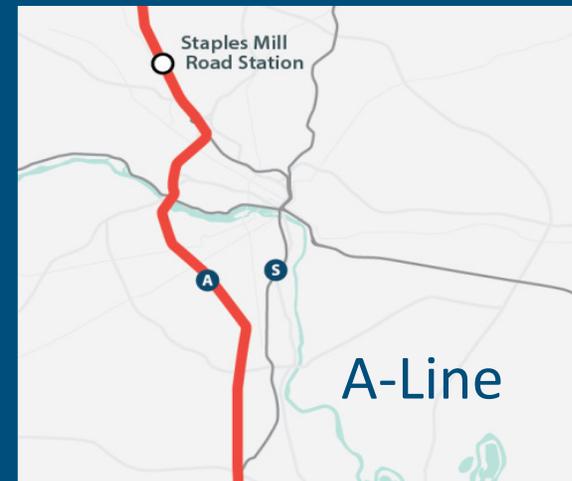
Richmond Station Concepts

- Single-station options:
 - Boulevard (new)
 - Broad Street (new)
 - Main Street
 - Staples Mill Road
- Two-station option:
 - Staples Mill Road & Main Street



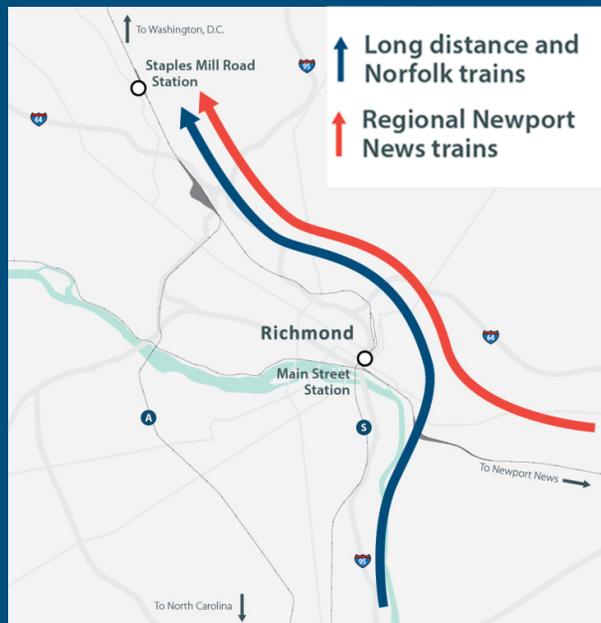
Richmond Route Concepts

- A-Line:
 - Double main-line capacity
 - Existing primary passenger service route
 - Double-track bridge across James River
- S-Line:
 - Single main-line capacity
 - Limited passenger service (Hampton Roads)
 - Significant speed restrictions
 - Unwelded track
 - Single-lane bridge across James River

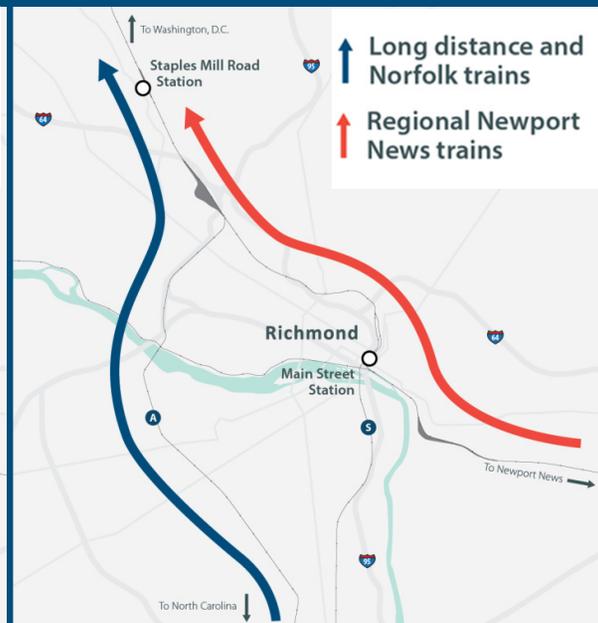


Richmond Two-Station Service Concepts*

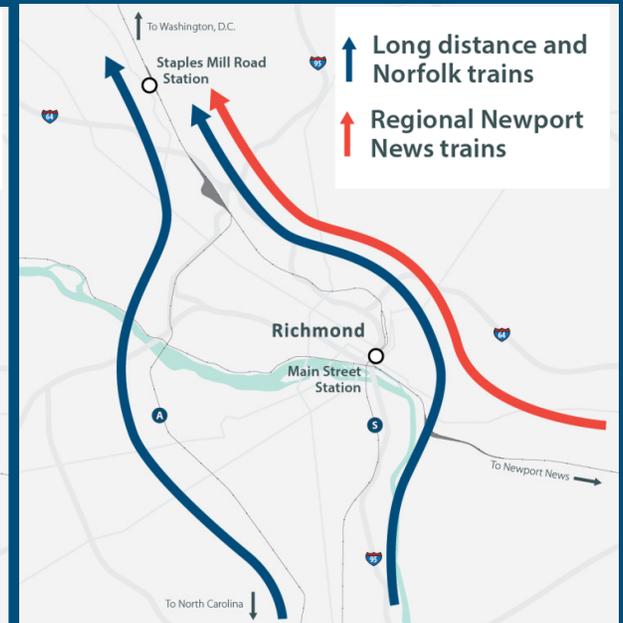
Main Street & Staples Mill Road- Full Service



Main Street & Staples Mill Road- Split Service



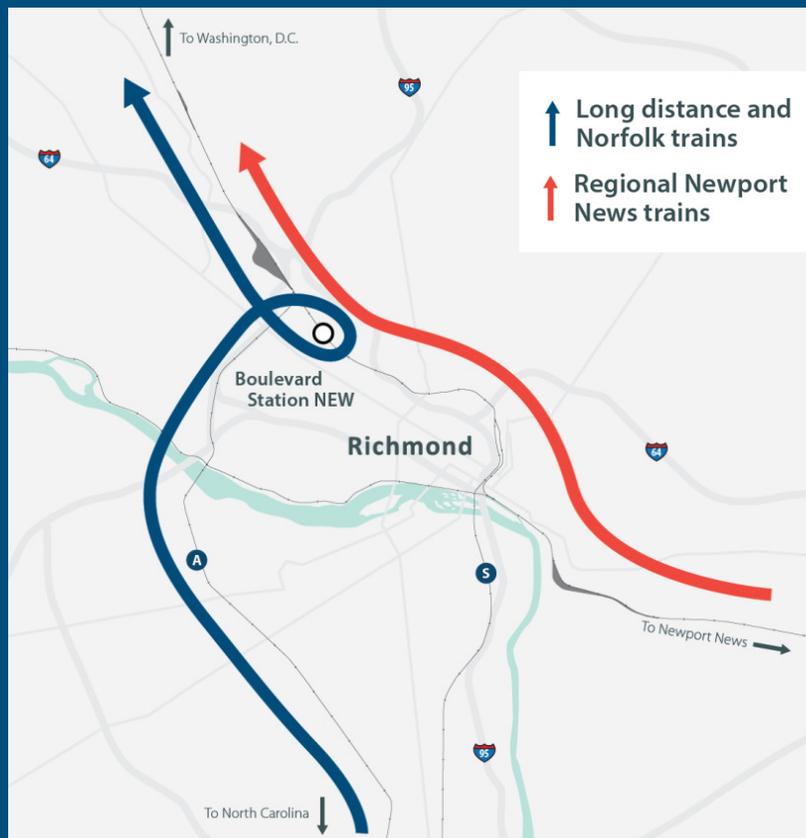
Main Street & Staples Mill Road- Shared Service



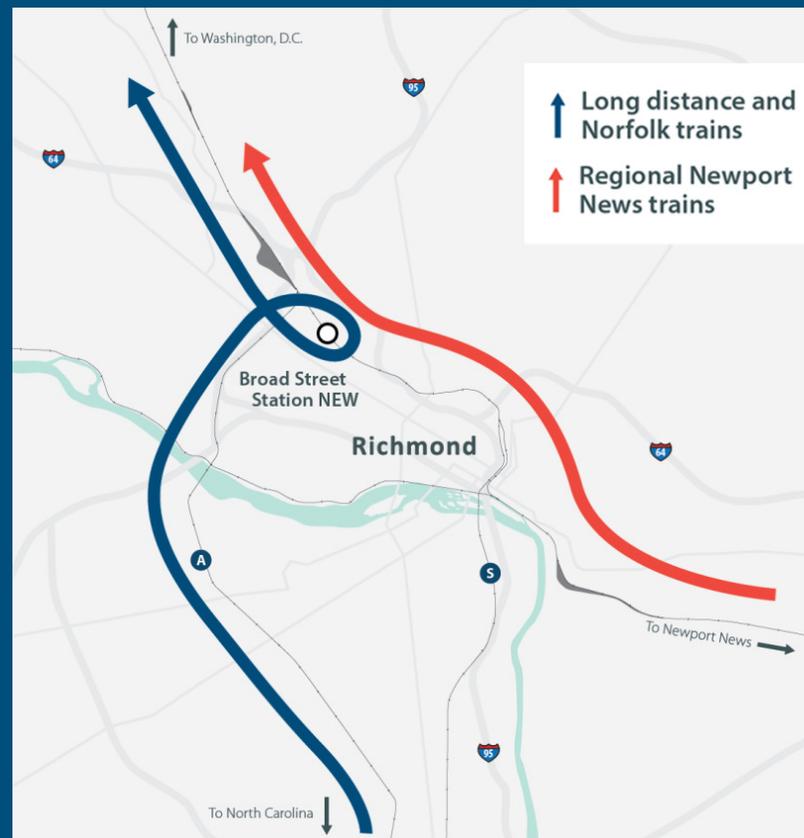
* Drawings are conceptual and not to scale

Richmond Single-Station Service Options*

Boulevard Only (new)



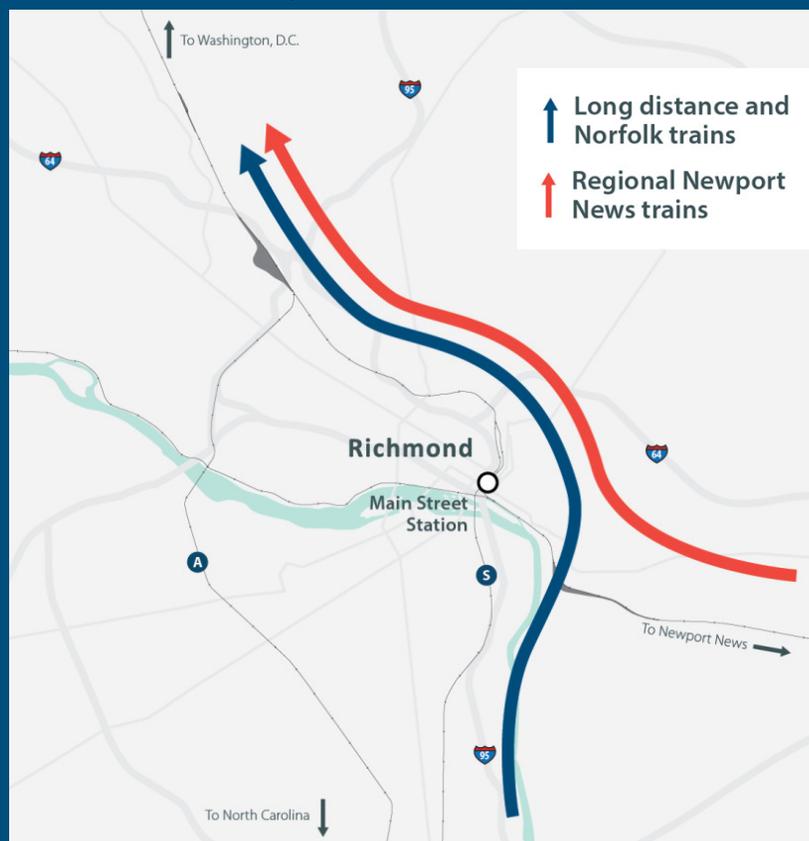
Broad Street Only (new)



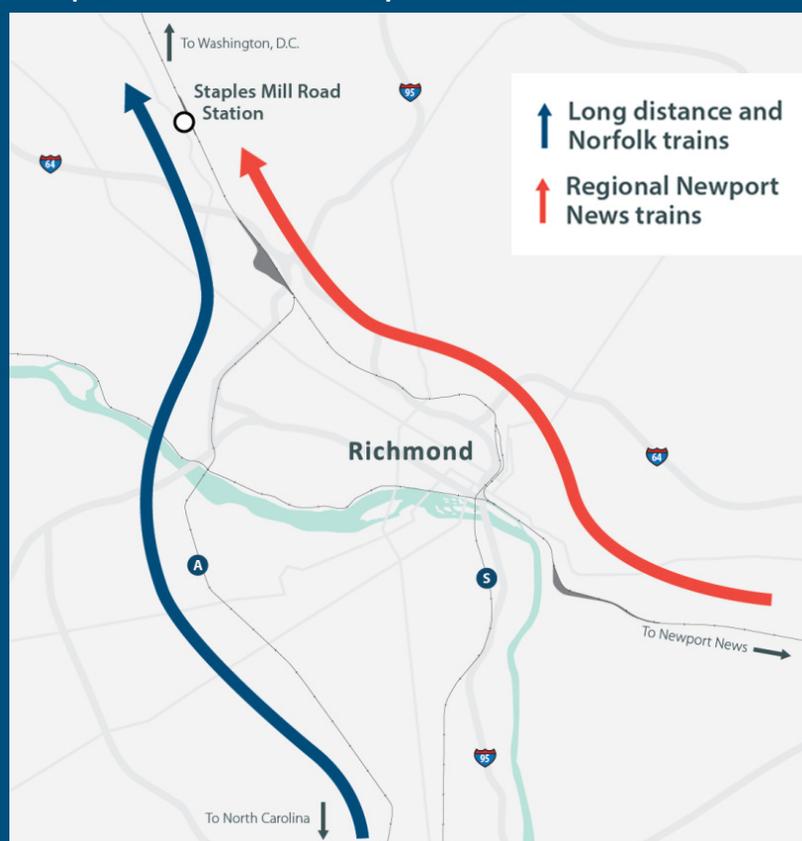
* Drawings are conceptual and not to scale

Richmond Single-Station Service Concepts*

Main Street Only



Staples Mill Road Only



* Drawings are conceptual and not to scale

Outreach Summary

DC2RVA Public meetings (live and online)

- Pre-briefings with MPOs and Cooperating/Participating Agencies
- Advertised online and in print
- Notices to local governments and elected officials

Issue-specific outreach

- Field work access letters with early notices to public officials
- Series of meetings with station localities
- Participated in locally-hosted meetings
- Elected officials' briefings by region

Ongoing outreach

- DC2RVA Website – local interest sections, comment portal, FAQs
- Mailing list with over 13,000 contacts
- Newsletters and press releases – 105 news stories
- Social media – Nearly 1,400 Facebook posts and Twitter tweets

DC2RVA Project – Anticipated Next Steps

- Finalize costs, modeling
- Pre-public hearing briefings to localities, elected officials, CTB, etc.
- FRA DEIS review
- Draft EIS release – 11/2016
- Draft EIS Public Hearings - 12/2016
- 45-day public comment period
- Compile public comments
- CTB review
- Service development planning, preliminary engineering, and additional analysis
- Final EIS
- Record of Decision to be issued by FRA





Vanpool Initiative

Commonwealth Transportation Board

September 20, 2016



VANPOOL INITIATIVE

Goal: To increase the number of people we move through congested corridors in the Commonwealth

- Funding
 - Two years of start up funding
 - Vanpool Initiative to be self funded for vanpools started in the first two years

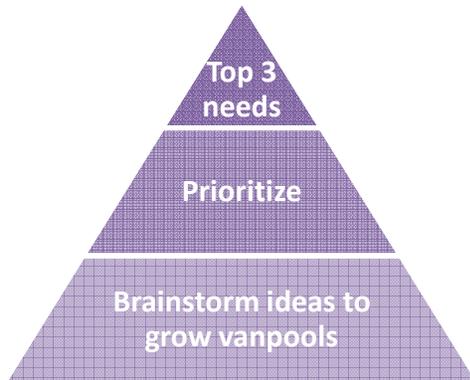


CURRENT VANPOOLING PROGRAMS IN VIRGINIA

- DRPT grant programs
- VanStart and VanSave
- Guaranteed/Emergency Ride Home
- Ridematching
- AdVantage Vanpool Insurance
- Vanpool Alliance, GRTC/RideFinders R-VAN, HRT/TRAFFIX



OUTREACH EFFORTS TO STAKEHOLDERS



Vanpool Providers
(August 3, 2016)

Small urban area transit companies
(August 11, 2016)

SUPPORT FOR VANPOOL INITIATIVE

Large urban area transit companies
(last week of August)

Commuter assistance agencies
(August 22, 2016)

PROPOSED VANPOOL INITIATIVE



Expand/Increase vanpool subsidy



State wide vanpool brand

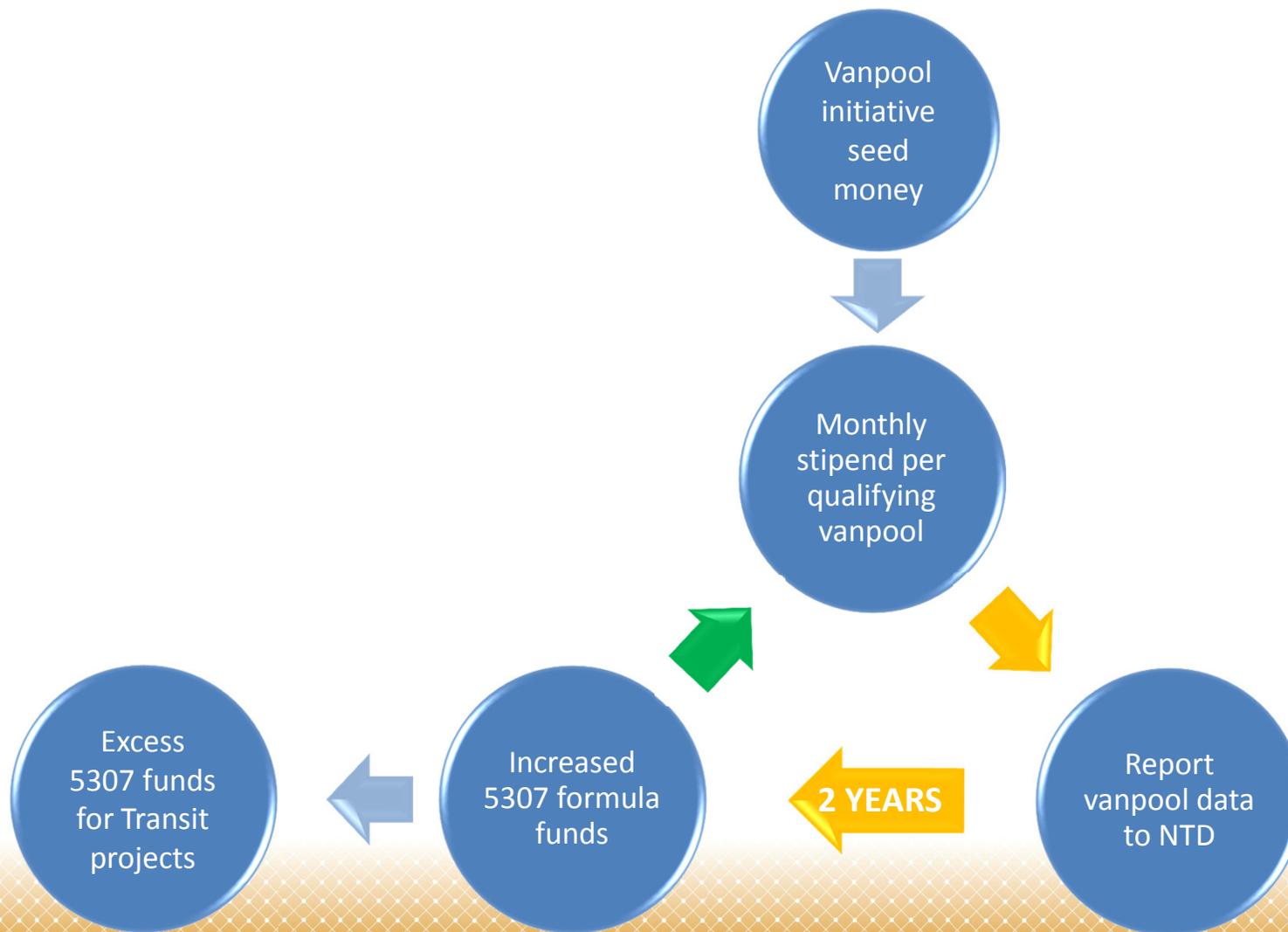


Improved ride matching



Image source: Google

PROPOSED PROCESS FLOW



WHAT DOES IT MEAN FOR VIRGINIA?



More vanpools; moving more people



Addresses congestion; air quality improvements



Coordination with vanpool companies



Additional transit funding coming back to Virginia



Virginia Department of Rail and Public Transportation

NEXT STEPS

Vanpool program details

Develop branding of program

Ridematching software development



Vanpool Initiative

Commonwealth Transportation Board

September 20, 2016



Please note these items do not have a formal presentation associated with them, but serve as a place to allow the referenced presenters an opportunity to speak to items related to CTB business.

6. Commissioner's Items
Charles Kilpatrick, Virginia Department of Transportation
7. Director's Items
Jennifer Mitchell, Virginia Department of Rail & Public Transportation
8. Secretary's Items
Aubrey Layne, Secretary of Transportation