

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

Commonwealth Transportation Board Briefing

October 18, 2016

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Updates Since September CTB Briefing

- Update public comment record based on final comments
- Submitted formal recommendation to USACE that Alternative B be identified as the recommended preferred alternative/preliminary LEDPA
- Briefed Cooperating Agencies on public comments to inform preliminary LEDPA discussion and future concurrence on recommended preferred alternative
- Continuing to meet with USACE and Navy management to discuss Section 408 issues

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

Alternative A

- Includes improvements to I-64 between I-664 and I-564
- Widen I-64 to a consistent six-lane facility
- Improvements would be confined largely to existing right of way
- Previously studied as part of HRBT EIS
- \$3.3 billion in 2016 dollars with a 40% contingency



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
- \$6.6 billion in 2016 dollars with a 40% contingency



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
- \$12.5 billion in 2016 dollars with a 40% contingency



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
- \$11.9 billion in 2016 dollars with a 40% contingency



Public Comment Received to Date

- 250 attended two Location Public Hearings on September 7th and 8th
- 572 public comments received via comment form, email, letter, or court reporter
- The two highest priority sections were the 64/HRBT corridor and the 564 Connector
- The two sections that were identified as being most impactful were 64/HRBT corridor and the 164 Connector
 - 20% support Alternative A
 - 11% support Alternative B
 - 9% support Alternative C
 - 60% support Alternative D

Agencies, Localities, and Elected Officials

- U.S. Army Corps of Engineers

“All four of the build alternatives discussed in the DSEIS satisfy the project purpose and need, ...Alternatives C and D ...impact more aquatic resources If Alternatives A and B also meet the project purpose and need, ...then USACE may determine that it can only permit one of these less damaging options as the LEDPA.”

- EPA

Additional avoidance and minimization of impacts should be considered in Final SEIS

- Delegate Stephen Heretick

Supportive of Alternative D

- Navy

164 Connector may be too close to existing/planned facilities and the 564 Connector may need to be extended (Concerns with Alternatives B, C, and D)

Agencies, Localities, and Elected Officials (continued)

- City of Newport News
Propose hybrid alternative
- NOAA National Marine Fisheries Service
Input will come as a preferred alternative advances to design
- City of Norfolk
Supports Alternative D or proposed hybrid alternative
- City of Portsmouth
Express concern over existing/proposed traffic volumes on VA-164
- City of Suffolk
Express concern over impact to existing/planned development and railroads along I-664

Agencies, Localities, and Elected Officials_(continued)

- **City of Virginia Beach**
Supports Alternative B
- **Virginia Department of Rail and Public Transit**
Recommends that capacity expansion be in the form of managed lanes
- **Virginia Department of Historic Resources**
Alternative A is least impactful but, like other alternatives, still has cultural resource concerns
- **Virginia Marine Resources Commission**
Awaiting hydrodynamic study to inform future permitting
- **Virginia Port Authority**
“Alternative B aligns best with Port requirements because it provides a direct connection between the existing and future marine terminals...”

Groups and Organizations

- CSX
Alternatives C and D would “diminish or eliminate viability” of resources
- Elizabeth River Project (nonprofit organization)
Alternative B meets purpose and need with less cost and impact
- Greater Norfolk Corporation
Support for Alternative D
- Hampton University
Concern about impact and in support of Alternative C or D
- Hampton Roads Chamber of Commerce
Supports Alternative B
- Hampton Roads Public Transportation Alliance
Comments related to improving Hampton Roads Bridge Tunnel
- Hampton Roads Transit
Comments in support of “transit only” lanes

Groups and Organizations (continued)

- Hampton Roads Transportation Planning Organization
Technical/editorial comments with resolution anticipated in November
- Norfolk City Planning Commission
Support for Alternative D
- Norfolk Preservation Alliance
Comments on Section 106 findings
- Southern Environmental Law Center
Comments on wetlands, transit and environmental justice, congestion pricing/tolling
- Tidewater Builders Association
Support for Alternative D
- Virginia Maritime Association
Support for Alternative B with the remainder of Alternative D to be implemented later

Newport News Hybrid

- Segments 5, 6, 7, 8, 9, 10, 11, 12
- Assumes “transit only” lanes considered in Alternative C. Proposal suggests these lanes could be HOT lanes.
- Cost estimate: \$14.5 billion
- Impacts:
 - Residential displacements: 20
 - Wetlands: 15.4 acres



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Norfolk Hybrid

- Segments 9, 10, 11, 12
- Segment 8 (I-64 in Hampton) not included. This piece would be necessary to fully realize improvements to HRBT.
- Cost estimate: \$7.3 billion
- Impacts:
 - Residential displacements: 9
 - Wetland impacts: 7.4 acres



Public Hybrids

- Segments 10, 12, and 13, with no connection to MMMBT
- Segments 5, 9, 10, 11, & 12
- All segments but Segment 1
- Alternative A with fixed transit routes, 8 lane tunnel, and/or BRT and HOT lanes
- Alternative C without:
 - Segments 13 and 14
 - Segments 10 and 11
- Alternative D without:
 - Segments 13 and 14
 - Overwater interchange and limited 164 improvements
 - Segment 13
 - Segments 10, 13 and 14



Port of Virginia

- Priorities include the 564 Connector, 164 Connector, improvements to VA-164, and improvements to I-664 from VA -164 to Bowers Hill
- Alternative B addresses the top three priorities and results in travel time savings along the I-664 corridor
- Alternative B improves connections between existing and planned port facilities and equal access to the Monitor Merrimac Bridge Tunnel and Route 460
- Alternative B would result in a 13% reduction in travel time on VA-164 in 2034 along with approximately 2% increase in total traffic

Transit Lanes

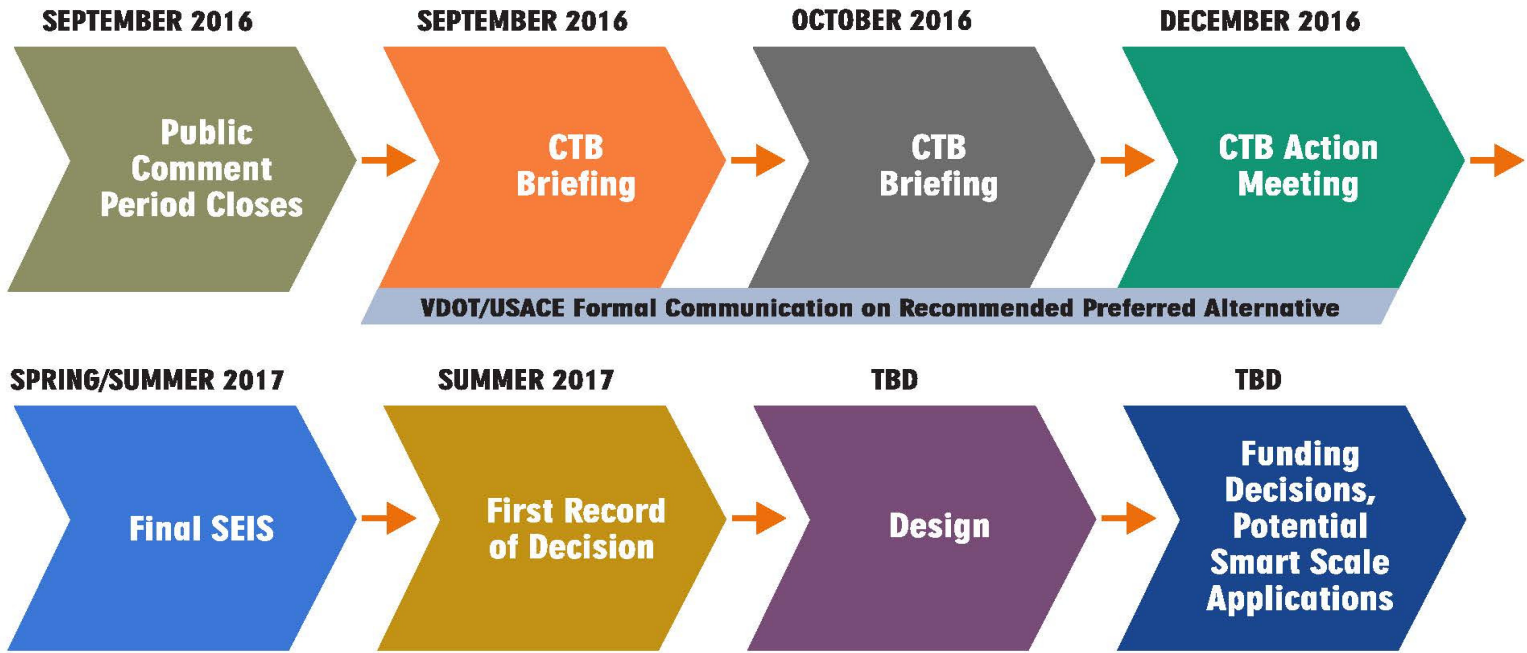
- Transit enhancements are defined and satisfied in the SEIS by improving transit access across Hampton Roads either by improving transit capacity or access to transit
- \$3.9 billion - estimated cost for transit only lanes, bridges, tunnels included in Alternative C
- Right of way and/or impact issues prevent additional transit lanes from being considered along I-64, 164 Connector, and/or VA-164
- DRPT has recommended that capacity expansion be in the form of managed lanes that provide preferential treatment for transit operations



Transit Opportunities

	Expanded Capacity	Metro Area Express (MAX) Bus Routes Addressed	Transit Capacity
Alternative A	I-64	3	General purpose or managed lanes
Alternative B	I-64, I-564, VA-164, new connection	4	General purpose or managed lanes
Alternative C	I-664, I-564, new connection	3	General purpose lanes, managed lanes, transit only lanes
Alternative D	I-64, I-564, VA-164, I-664, new connections	6	General purpose or managed lanes

Timeline to Complete NEPA and Advance



For more information and/or future updates
Visit: www.HamptonRoadsCrossingStudy.org

or

Email: HRCsSEIS@VDOT.Virginia.Gov