




**June 28, 2022**  
**Board & MIC Meeting**  
**10:00 – 12 noon**






1



# Welcome

**Theodore L. Chandler, Jr.**  
Co-founder, NRV  
Co-Chair, RVA757 Connects



2

## We Have an Exciting Agenda ....



RVA757 Connects' Board/MIC Meeting Agenda June 28, 2022: 10 am to 12 noon	
Zoom – All-Virtual Meeting	
<b>Welcome – Theodore L. Chandler, Jr. – 10 Minutes</b> Executive Committee Expansion: Nancy Giden and James Spore March 29 Board Meeting Minutes, 2021 Taxes, and Financial Update Report on the Board Portal Board Resolutions – Special Recognition of Dr. Gene Tsien and Jim Lirio	
<b>Updates on RVA757 Connects – John W. Martin – 5 Minutes</b> Structure & Operations Communications – Database, GA Report Meeting, Innovation Spotlight Series, etc. Our Priorities	
<b>I-64 Gap Project – John W. Martin, Ross Gregg, and Christopher Lloyd – 15 Minutes</b> Overview of How We Are Working the I-64 Gap Initiative Status of I-64 Gap Initiative and Next Steps Plans for RVA757 Connects' Future Government Relations Q&As	
<b>Global Internet Hub – John W. Martin – 10 Minutes</b> Why This Is Important What's Next – The Strategic Plan – What, Why, How, When GOVirginia Planning Grant Q&As	
<b>Member Initiative: Virginia Natural Gas Pipeline Improvement Update – Morgan Whyland – 10 Minutes</b> See Attachment Q&As	
<b>Convergence 2022 Interregional Bus Tour – Brian Anderson and Bryan Stephens – 5 Minutes</b> Planning Update Q&As	
<b>Megaregion Institutional Council (MIC) Update – Brian Anderson and Bryan Stephens – 10 Minutes</b> What's Next from the MIC's Perspective Q&As	
<b>What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – John W. Martin – 45 Minutes</b> 20 Minute Insights Presentation: This will include references to RVA757 Connects' I-64 Innovation Corridor Opportunity Study <a href="https://connects.rva757connects.org/2022/06/28/i-64-innovation-corridor-opportunity-study/">https://connects.rva757connects.org/2022/06/28/i-64-innovation-corridor-opportunity-study/</a> 25-Minute Group Discussion	
<b>Close – Thomas R. Frantz – 5 Minutes</b>	

We Are on a  
Long-term Journey . . .

Listen For How We're  
Making Progress . . .



3



Remain Engaged and  
Informed Along the Way



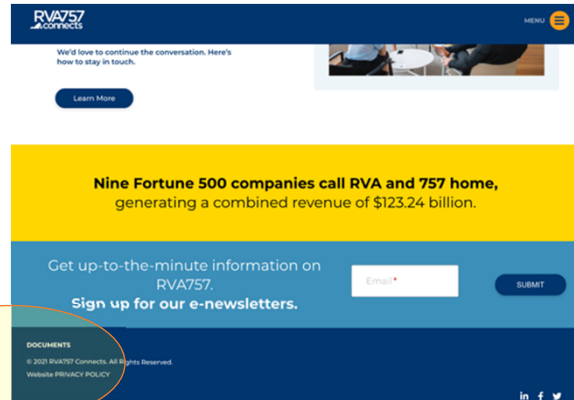
4

# Key Documents


All of our legal documents, taxes, meeting materials and minutes, and presentations are all available for you on [RVA757Connects.com](https://RVA757Connects.com)

Scroll all the way to the very bottom of the homepage ...click on...

DOCUMENTS



5



**March 29, 2022 Board/MIC Meeting Minutes**  
8:00 a.m. to 10:30 a.m. Via Zoom

**CALL AGENDA**

Thursday, March 29, 2022, 8:00 a.m. to 10:30 a.m. via Zoom

Mr. Chandler welcomed the Board of Directors and Management Institution Council (MIC) members to the first Board/MIC meeting of the 2022 year. He introduced two new directors: Robert L. Dougherty, President, Dougherty & Dougherty, Inc., and Glenn B. Baker, President & CEO of Ogeon Group, LLC.

The December 2021 Board/MIC Meeting Minutes document was presented to the full board.

Mr. Chandler provided a brief recap of the board approved 2022 internal and external focus areas for RVA757 Connects, including two priorities that are reaching key milestones, the 145 Gap Project and Global Internal Hub Initiative.

Mr. Chandler ended his opening remarks with a reminder that RVA757 Connects is following its formula for success: Connects, Contribute, and Collaborate.

**RVA757 Connects Committee Reports**

John W. Martin presented the meeting agenda, including upcoming committee reports and Governor Glenn Youngkin's scheduled attendance during the first portion of the meeting.

**Chairman's Report**

Mr. Martin provided an overview of RVA757 Connects' committee structure and staff. Highlights included:

- New Government Relations Committee
- Planned new Communications Committee
- Additional staff member - the Communications Director

Other all-horizon committees have been and will continue to be created as needs arise to support key priority areas including: Global Internal Hub Steering Committee.

Mr. Martin reminded everyone that all governing documents are filed on RVA757 Connects' document portal. Watched on the website - via a link at the bottom of the main page.

**Executive Update**

John W. Martin provided an update of the 2022 operations budget - \$500,000. Based on existing cash and 2022 pledges, there is significant cushion. The 2022 budget is updated on an ongoing basis and included in the document portal.

**990** **Return of Organization Exempt From Income Tax** **2021**

OMB No. 1545-0047

For the year ended 12/31/2021

**NAME OF THE ORGANIZATION** RVA757 CONNECTS

**ADDRESS** 2001 FLORENCE AVE  
FLORENCE, VA 22034

**TELEPHONE** 703-686-1332

**EMPLOYER IDENTIFICATION NUMBER** 84-6866132

**ORGANIZATION TYPE** 15-0000

**DATE OF PREPARATION** 06/10/2022

**DATE OF FILING** 06/10/2022

**FORM 990** **2021**

**Part I** **Organization Information**

**1. Name of the organization** RVA757 CONNECTS

**2. Address** 2001 FLORENCE AVE  
FLORENCE, VA 22034

**3. Telephone number** 703-686-1332

**4. Employer identification number** 84-6866132

**5. Organization type** 15-0000

**6. Date of preparation** 06/10/2022

**7. Date of filing** 06/10/2022

**Part II** **Financial Data**

**8. Revenue** 1,123,240

**9. Expenses** 500,000

**10. Net assets or fund balances** 623,240

**11. Total assets or fund balances** 623,240

**12. Total liabilities** 0

**13. Total net assets or fund balances** 623,240

**14. Total revenue** 1,123,240

**15. Total expenses** 500,000

**16. Total net assets or fund balances** 623,240

**17. Total assets or fund balances** 623,240

**18. Total liabilities** 0

**19. Total net assets or fund balances** 623,240

**20. Total revenue** 1,123,240

**21. Total expenses** 500,000

**22. Total net assets or fund balances** 623,240

**23. Total assets or fund balances** 623,240

**24. Total liabilities** 0

**25. Total net assets or fund balances** 623,240

**26. Total revenue** 1,123,240

**27. Total expenses** 500,000

**28. Total net assets or fund balances** 623,240

**29. Total assets or fund balances** 623,240

**30. Total liabilities** 0

**31. Total net assets or fund balances** 623,240

**32. Total revenue** 1,123,240

**33. Total expenses** 500,000

**34. Total net assets or fund balances** 623,240

**35. Total assets or fund balances** 623,240

**36. Total liabilities** 0

**37. Total net assets or fund balances** 623,240

**38. Total revenue** 1,123,240

**39. Total expenses** 500,000

**40. Total net assets or fund balances** 623,240

**41. Total assets or fund balances** 623,240

**42. Total liabilities** 0

**43. Total net assets or fund balances** 623,240

**44. Total revenue** 1,123,240

**45. Total expenses** 500,000

**46. Total net assets or fund balances** 623,240

**47. Total assets or fund balances** 623,240

**48. Total liabilities** 0

**49. Total net assets or fund balances** 623,240

**50. Total revenue** 1,123,240

**51. Total expenses** 500,000

**52. Total net assets or fund balances** 623,240

**53. Total assets or fund balances** 623,240

**54. Total liabilities** 0

**55. Total net assets or fund balances** 623,240

**56. Total revenue** 1,123,240

**57. Total expenses** 500,000

**58. Total net assets or fund balances** 623,240

**59. Total assets or fund balances** 623,240

**60. Total liabilities** 0

**61. Total net assets or fund balances** 623,240

**62. Total revenue** 1,123,240

**63. Total expenses** 500,000

**64. Total net assets or fund balances** 623,240

**65. Total assets or fund balances** 623,240

**66. Total liabilities** 0

**67. Total net assets or fund balances** 623,240

**68. Total revenue** 1,123,240

**69. Total expenses** 500,000

**70. Total net assets or fund balances** 623,240

**71. Total assets or fund balances** 623,240

**72. Total liabilities** 0

**73. Total net assets or fund balances** 623,240

**74. Total revenue** 1,123,240

**75. Total expenses** 500,000

**76. Total net assets or fund balances** 623,240

**77. Total assets or fund balances** 623,240

**78. Total liabilities** 0

**79. Total net assets or fund balances** 623,240

**80. Total revenue** 1,123,240

**81. Total expenses** 500,000

**82. Total net assets or fund balances** 623,240

**83. Total assets or fund balances** 623,240

**84. Total liabilities** 0

**85. Total net assets or fund balances** 623,240

**86. Total revenue** 1,123,240

**87. Total expenses** 500,000

**88. Total net assets or fund balances** 623,240

**89. Total assets or fund balances** 623,240

**90. Total liabilities** 0

**91. Total net assets or fund balances** 623,240

**92. Total revenue** 1,123,240

**93. Total expenses** 500,000

**94. Total net assets or fund balances** 623,240

**95. Total assets or fund balances** 623,240

**96. Total liabilities** 0

**97. Total net assets or fund balances** 623,240

**98. Total revenue** 1,123,240

**99. Total expenses** 500,000

**100. Total net assets or fund balances** 623,240

**101. Total assets or fund balances** 623,240

**102. Total liabilities** 0

**103. Total net assets or fund balances** 623,240

**104. Total revenue** 1,123,240

**105. Total expenses** 500,000

**106. Total net assets or fund balances** 623,240

**107. Total assets or fund balances** 623,240

**108. Total liabilities** 0

**109. Total net assets or fund balances** 623,240

**110. Total revenue** 1,123,240

**111. Total expenses** 500,000

**112. Total net assets or fund balances** 623,240

**113. Total assets or fund balances** 623,240

**114. Total liabilities** 0

**115. Total net assets or fund balances** 623,240

**116. Total revenue** 1,123,240

**117. Total expenses** 500,000

**118. Total net assets or fund balances** 623,240

**119. Total assets or fund balances** 623,240

**120. Total liabilities** 0

**121. Total net assets or fund balances** 623,240

**122. Total revenue** 1,123,240

**123. Total expenses** 500,000

**124. Total net assets or fund balances** 623,240

**125. Total assets or fund balances** 623,240

**126. Total liabilities** 0

**127. Total net assets or fund balances** 623,240

**128. Total revenue** 1,123,240

**129. Total expenses** 500,000

**130. Total net assets or fund balances** 623,240

**131. Total assets or fund balances** 623,240

**132. Total liabilities** 0

**133. Total net assets or fund balances** 623,240

**134. Total revenue** 1,123,240

**135. Total expenses** 500,000

**136. Total net assets or fund balances** 623,240

**137. Total assets or fund balances** 623,240

**138. Total liabilities** 0

**139. Total net assets or fund balances** 623,240

**140. Total revenue** 1,123,240

**141. Total expenses** 500,000

**142. Total net assets or fund balances** 623,240

**143. Total assets or fund balances** 623,240

**144. Total liabilities** 0

**145. Total net assets or fund balances** 623,240

**146. Total revenue** 1,123,240

**147. Total expenses** 500,000

**148. Total net assets or fund balances** 623,240

**149. Total assets or fund balances** 623,240

**150. Total liabilities** 0

**151. Total net assets or fund balances** 623,240

**152. Total revenue** 1,123,240

**153. Total expenses** 500,000

**154. Total net assets or fund balances** 623,240

**155. Total assets or fund balances** 623,240

**156. Total liabilities** 0

**157. Total net assets or fund balances** 623,240

**158. Total revenue** 1,123,240

**159. Total expenses** 500,000

**160. Total net assets or fund balances** 623,240

**161. Total assets or fund balances** 623,240

**162. Total liabilities** 0

**163. Total net assets or fund balances** 623,240

**164. Total revenue** 1,123,240

**165. Total expenses** 500,000

**166. Total net assets or fund balances** 623,240

**167. Total assets or fund balances** 623,240

**168. Total liabilities** 0

**169. Total net assets or fund balances** 623,240

**170. Total revenue** 1,123,240

**171. Total expenses** 500,000

**172. Total net assets or fund balances** 623,240

**173. Total assets or fund balances** 623,240

**174. Total liabilities** 0

**175. Total net assets or fund balances** 623,240

**176. Total revenue** 1,123,240

**177. Total expenses** 500,000

**178. Total net assets or fund balances** 623,240

**179. Total assets or fund balances** 623,240

**180. Total liabilities** 0

**181. Total net assets or fund balances** 623,240

**182. Total revenue** 1,123,240

**183. Total expenses** 500,000

**184. Total net assets or fund balances** 623,240

**185. Total assets or fund balances** 623,240

**186. Total liabilities** 0

**187. Total net assets or fund balances** 623,240

**188. Total revenue** 1,123,240

**189. Total expenses** 500,000

**190. Total net assets or fund balances** 623,240

**191. Total assets or fund balances** 623,240

**192. Total liabilities** 0

**193. Total net assets or fund balances** 623,240

**194. Total revenue** 1,123,240

**195. Total expenses** 500,000

**196. Total net assets or fund balances** 623,240

**197. Total assets or fund balances** 623,240

**198. Total liabilities** 0

**199. Total net assets or fund balances** 623,240

**200. Total revenue** 1,123,240

**201. Total expenses** 500,000

**202. Total net assets or fund balances** 623,240

**203. Total assets or fund balances** 623,240

**204. Total liabilities** 0

**205. Total net assets or fund balances** 623,240

**206. Total revenue** 1,123,240

**207. Total expenses** 500,000

**208. Total net assets or fund balances** 623,240

**209. Total assets or fund balances** 623,240

**210. Total liabilities** 0

**211. Total net assets or fund balances** 623,240

**212. Total revenue** 1,123,240

**213. Total expenses** 500,000

**214. Total net assets or fund balances** 623,240

**215. Total assets or fund balances** 623,240

**216. Total liabilities** 0

**217. Total net assets or fund balances** 623,240

**218. Total revenue** 1,123,240

**219. Total expenses** 500,000

**220. Total net assets or fund balances** 623,240

**221. Total assets or fund balances** 623,240

**222. Total liabilities** 0

**223. Total net assets or fund balances** 623,240

**224. Total revenue** 1,123,240

**225. Total expenses** 500,000

**226. Total net assets or fund balances** 623,240

**227. Total assets or fund balances** 623,240

**228. Total liabilities** 0

**229. Total net assets or fund balances** 623,240

**230. Total revenue** 1,123,240

**231. Total expenses** 500,000

**232. Total net assets or fund balances** 623,240

**233. Total assets or fund balances** 623,240

**234. Total liabilities** 0

**235. Total net assets or fund balances** 623,240

**236. Total revenue** 1,123,240

**237. Total expenses** 500,000

**238. Total net assets or fund balances** 623,240

**239. Total assets or fund balances** 623,240

**240. Total liabilities** 0

**241. Total net assets or fund balances** 623,240

**242. Total revenue** 1,123,240

**243. Total expenses** 500,000

**244. Total net assets or fund balances** 623,240

**245. Total assets or fund balances** 623,240

**246. Total liabilities** 0

**247. Total net assets or fund balances** 623,240

**248. Total revenue** 1,123,240

**249. Total expenses** 500,000

**250. Total net assets or fund balances** 623,240

**251. Total assets or fund balances** 623,240

**252. Total liabilities** 0

**253. Total net assets or fund balances** 623,240

**254. Total revenue** 1,123,240

**255. Total expenses** 500,000

**256. Total net assets or fund balances** 623,240

**257. Total assets or fund balances** 623,240

**258. Total liabilities** 0

**259. Total net assets or fund balances** 623,240

**260. Total revenue** 1,123,240

**261. Total expenses** 500,000

**262. Total net assets or fund balances** 623,240

**263. Total assets or fund balances** 623,240

**264. Total liabilities** 0

**265. Total net assets or fund balances** 623,240

**266. Total revenue** 1,123,240

**267. Total expenses** 500,000

**268. Total net assets or fund balances** 623,240

**269. Total assets or fund balances** 623,240

**270. Total liabilities** 0

**271. Total net assets or fund balances** 623,240

**272. Total revenue** 1,123,240

**273. Total expenses** 500,000

**274. Total net assets or fund balances** 623,240

**275. Total assets or fund balances** 623,240

**276. Total liabilities** 0

**277. Total net assets or fund balances** 623,240

**278. Total revenue** 1,123,240

**279. Total expenses** 500,000

**280. Total net assets or fund balances** 623,240

**281. Total assets or fund balances** 623,240

**282. Total liabilities** 0

**283. Total net assets or fund balances** 623,240

**284. Total revenue** 1,123,240

**285. Total expenses** 500,000

**286. Total net assets or fund balances** 623,240

**287. Total assets or fund balances** 623,240

**288. Total liabilities** 0

**289. Total net assets or fund balances** 623,240

**290. Total revenue** 1,123,240

**291. Total expenses** 500,000

**292. Total net assets or fund balances** 623,240

**293. Total assets or fund balances** 623,240

**294. Total liabilities** 0

**295. Total net assets or fund balances** 623,240

**296. Total revenue** 1,123,240

**297. Total expenses** 500,000

**298. Total net assets or fund balances** 623,240

**299. Total assets or fund balances** 623,240

**300. Total liabilities** 0

**301. Total net assets or fund balances** 623,240

**302. Total revenue** 1,123,240

**303. Total expenses** 500,000

**304. Total net assets or fund balances** 623,240

**305. Total assets or fund balances** 623,240

**306. Total liabilities** 0

**307. Total net assets or fund balances** 623,240

**308. Total revenue** 1,123,240

**309. Total expenses** 500,000

**310. Total net assets or fund balances** 623,240

**311. Total assets or fund balances** 623,240

**312. Total liabilities** 0

**313. Total net assets or fund balances** 623,240

**314. Total revenue** 1,123,240

**315. Total expenses** 500,000

**316. Total net assets or fund balances** 623,240

**317. Total assets or fund balances** 623,240

**318. Total liabilities** 0

**319. Total net assets or fund balances** 623,240

**320. Total revenue** 1,123,240

**321. Total expenses** 500,000

**322. Total net assets or fund balances** 623,240

**323. Total assets or fund balances** 623,240

**324. Total liabilities** 0

**325. Total net assets or fund balances** 623,240

**326. Total revenue** 1,123,240

**327. Total expenses** 500,000

**328. Total net assets or fund balances** 623,240

**329. Total assets or fund balances** 623,240

**330. Total liabilities** 0

**331. Total net assets or fund balances** 623,240

**332. Total revenue** 1,123,240

**333. Total expenses** 500,000

**334. Total net assets or fund balances** 623,240

**335. Total assets or fund balances** 623,240

**336. Total liabilities** 0

**337. Total net assets or fund balances** 623,240

**338. Total revenue** 1,123,240

**339. Total expenses** 500,000

**340. Total net assets or fund balances** 623,240

**341. Total assets or fund balances** 623,240

**342. Total liabilities** 0

**343. Total net assets or fund balances** 623,240

**344. Total revenue** 1,123,240

**345. Total expenses** 500,000

**346. Total net assets or fund balances** 623,240

**347. Total assets or fund balances** 623,240

**348. Total liabilities** 0

**349. Total net assets or fund balances** 623,240

**350. Total revenue** 1,123,240

**351. Total expenses** 500,000

**352. Total net assets or fund balances** 623,240

**353. Total assets or fund balances** 623,240

**354. Total liabilities** 0

**355. Total net assets or fund balances** 623,240

**356. Total revenue** 1,123,240

**357. Total expenses** 500,000

**358. Total net assets or fund balances** 623,240

**359. Total assets or fund balances** 623,240

**360. Total liabilities** 0

**361. Total net assets or fund balances** 623,240

**362. Total revenue** 1,123,240

**363. Total expenses** 500,000

**364. Total net assets or fund balances** 623,240

**365. Total assets or fund balances** 623,240

**366. Total liabilities** 0

**367. Total net assets or fund balances** 623,240

**368. Total revenue** 1,123,240

**369. Total expenses** 500,000

**370. Total net assets or fund balances** 623,240

**371. Total assets or fund balances** 623,240

**372. Total liabilities** 0

**373. Total net assets or fund balances** 623,240

**374. Total revenue** 1,123,240

**375. Total expenses** 500,000

**376. Total net assets or fund balances** 623,240

**377. Total assets or fund balances** 623,240

**378. Total liabilities** 0

**379. Total net assets or fund balances** 623,240

**380. Total revenue** 1,123,240

**381. Total expenses** 500,000

**382. Total net assets or fund balances** 623,240

**383. Total assets or fund balances** 623,240

**384. Total liabilities** 0

**385. Total net assets or fund balances** 623,240

**386. Total revenue** 1,123,240

**387. Total expenses** 500,000

**388. Total net assets or fund balances** 623,240

**389. Total assets or fund balances** 623,240

**390. Total liabilities** 0

**391. Total net assets or fund balances** 623,240

**392. Total revenue** 1,123,240

**393. Total expenses** 500,000

**394. Total net assets or fund balances** 623,240

**395. Total assets or fund balances** 623,240

**396. Total liabilities** 0

**397. Total net assets or fund balances** 623,240

**398. Total revenue** 1,123,240

**399. Total expenses** 500,000

**400. Total net assets or fund balances** 623,240

**401. Total assets or fund balances** 623,240

**402. Total liabilities** 0

**403. Total net assets or fund balances** 623,240

**404. Total revenue** 1,123,240

**405. Total expenses** 500,000

**406. Total net assets or fund balances** 623,240

**407. Total assets or fund balances** 623,240

**408. Total liabilities** 0

**409. Total net assets or fund balances** 623,240

**410. Total revenue** 1,123,240

**411. Total expenses** 500,000

**412. Total net assets or fund balances** 623,240

**413. Total assets or fund balances** 623,240

**414. Total liabilities** 0

**415. Total net assets or fund balances** 623,240

**416. Total revenue** 1,123,240

**4**



## Executive Committee Update



7

## Welcome to the Executive Committee

Nancy Grden  
President & CEO  
Reinvent Hampton  
Roads



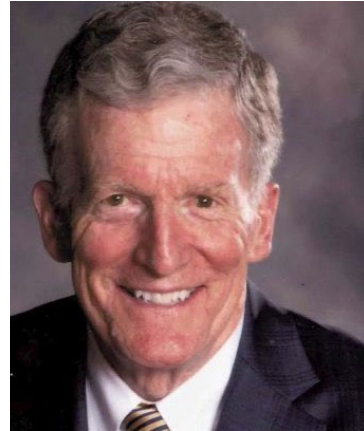
8



## Congratulations

**Jim Spore**  
Newly retired!

Congratulations  
RVA757 Connects,  
Jim will continue to  
serve on RVA757  
Connects' Executive  
Committee



Expand the RVA757 Connects' EC to 12 positions

9



## Board Resolutions

10

## RVA757 Connects' Resolution Honoring James E. Ukrop



### Resolution Expressing Appreciation of Jim Ukrop for Advancing RVA757 Connects and the I-64 Innovation Corridor

WHEREAS, Mr. James "Jim" E. Ukrop is a distinguished alumnus of William and Mary, and

WHEREAS, Mr. Ukrop, along with his brother, Robby, grew the family business guided by their high standards for superior customer service, a passion for excellence, hard work, integrity, and commitment to making a difference in the community; and

WHEREAS, Mr. Ukrop was founder, CEO and Chairman of First Market Bank which is now Atlantic Coast Bank; and

WHEREAS, Mr. Ukrop, as a co-founder of WMA, shares his wisdom, not of the box energy with the Richmond region's entrepreneurial spirit and vision; and

WHEREAS, Mr. Ukrop is a role model for regional community service, leading by example with his extensive dedicated board and volunteer activities throughout the region; and

WHEREAS, Mr. Ukrop remains and remains among professionally, respected business executives, as well as those in elected positions in local and regional governments; and

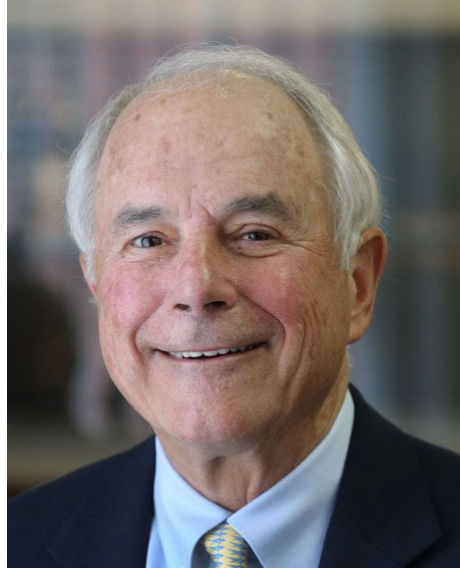
WHEREAS, Mr. Ukrop is the visionary who, with Tom Frantz, first conceived the idea of a Richmond-empowered, locally managed, operating on a public trust model from a local and during a meeting of the William & Mary Business School Foundation Board. The short, but prophetic words "Shouldn't we be our own managers?"

WHEREAS, Mr. Ukrop went on to inspire collaboration between Richmond and Hampton Roads regional leaders that led to the creation of RVA757 Connects and the I-64 Innovation Corridor; and

WHEREAS, Mr. Ukrop has been a steadfast and generous donor to RVA757 Connects; and

WHEREAS, Mr. Ukrop continues to serve on RVA757 Connects' Board of Trustees, advancing the mission of RVA757 Connects; and

WHEREAS, Mr. Ukrop continues to set the gold standard for current leadership in driving the success of RVA757 Connects and the I-64 Innovation Corridor; now, therefore,



11

## RVA757 Connects' Resolution Honoring Dr. Eugene P. Trani



### Resolution Expressing Appreciation for Dr. Trani In Advancing RVA757 Connects and the I-64 Innovation Corridor

WHEREAS, Eugene "Eugene" P. Trani, Ph.D. is a distinguished undergraduate alumnus of the University of Notre Dame and earned his master's and doctoral degrees in history from Indiana University; and

WHEREAS, Dr. Trani served as the fourth president of Virginia Commonwealth University (VCU) from 1999 to 2005; and

WHEREAS, during his tenure, Dr. Trani inspired education, public, and private sector leaders to collaborate to advance VCU and the Richmond region; and

WHEREAS, under Dr. Trani's leadership, VCU inspired both academically and physically, with major initiatives on both campuses, including the schools of Business and College of Engineering, the Virginia BioPharmaceutical Research Park, VCU Life Sciences, and a numerous master plan leading to the redevelopment of Broad Street in downtown Richmond; and

WHEREAS, under Dr. Trani's leadership, VCU was widely recognized for its exemplary community outreach and economic development efforts; in 2002, VCU was cited as one of the national role models, along with Columbia University, in "Transforming Colleges and Universities for Urban Economic Revitalization: An Action Agenda," by CEO for Cities and Universities for a Competitive Inner City; and

WHEREAS, under Dr. Trani's leadership, VCU became the largest university in the Commonwealth in 2007 and a major force in metropolitan and statewide development; and

WHEREAS, upon retirement from VCU, Dr. Trani created Richmond's future, an independent regional think tank to explore ways to make Richmond a world class city. One of the strategic recommendations of this report was planning initiatives called for greater collaboration and coordination between the Richmond and Hampton Roads regions to create an I-64 education corridor that could drive talent development, research, and innovation on a regional scale; and

WHEREAS, following the release of Richmond's future's final report, Dr. Trani continued to encourage Richmond and Hampton Roads education, public, and private sector leaders to connect and collaborate to create a nationally competitive megaregion; now, therefore,



12



**John W. Martin**  
President & CEO  
RVA757 Connects



13

## Today's Agenda

**Operational Updates on RVA757 Connects – John Martin - 5 Min.**

**I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.**

**Global Internet Hub – John Martin – 10 Min.**

**VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.**

**Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.**

**Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.**

**What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.**

**Close – Tom Frantz – 5 Minutes**



14

## Today's Agenda

**Operational Updates on RVA757 Connects – John Martin - 5 Min.**

**I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.**

**Global Internet Hub – John Martin – 10 Min.**

**VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.**

**Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.**

**Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.**

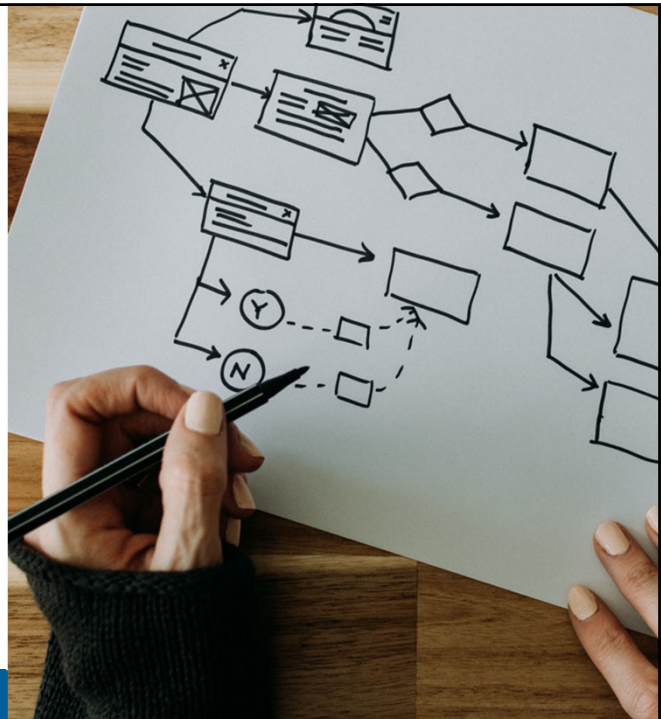
**What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.**

**Close – Tom Frantz – 5 Minutes**

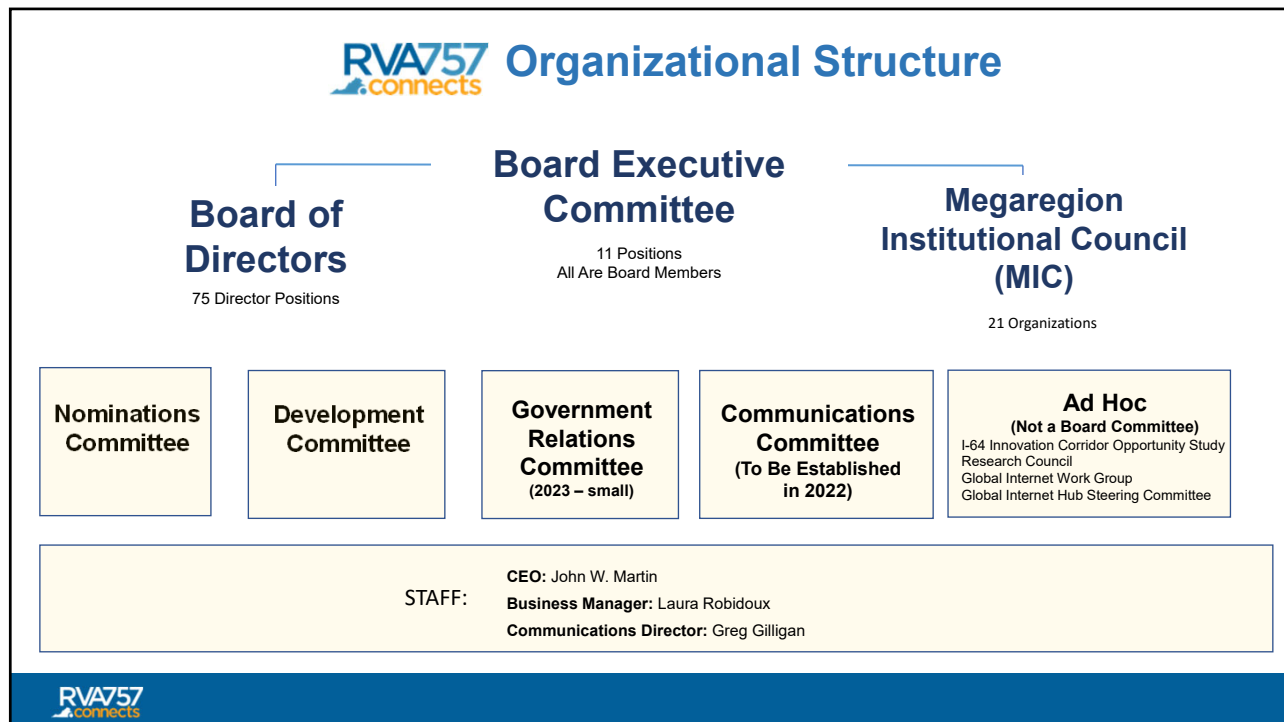


15

## Organizational Structure Recap



16



17

## Megaregion Institutional Council (aka “MIC”)

*Planning and implementation organizations from both regions*

RVA MIC Members	757 MIC Members
PlanRVA	HRPDC
Community Foundation for a greater Richmond	Hampton Roads Community Foundation
ChamberRVA	Chamber Hampton Roads
	Virginia Peninsula Chamber
	Greater Williamsburg Chamber Business Council
Greater Richmond Partnership	Hampton Roads Alliance
GOVirginia (Region 4)	GOVirginia (Region 5)
Capital Region Workforce Partnership	Hampton Roads Workforce Council
	CIVIC Leadership Institute
Grow Capital Jobs Foundation	Reinvent Hampton Roads
Management Round Table (MRT)	Hampton Roads Business Roundtable

*In addition, the Virginia Hispanic Chamber and Asian Chamber serve on the MIC.*

**RVA757 connects**

18

## Our Priorities



19

## RVA757 Connects' Priorities



1. Advocate for I-64 widening (29-mile gap from RIC to Williamsburg)
2. Help the I-64 Innovation Corridor become a Global Internet Hub
3. Support the completion of the Virginia Capital Trail
4. Remove barriers to increase passenger rail service
5. Drive and showcase greater collaboration and innovation
6. Support directors' and members' initiatives (VNG, Dominion, Jeff Lab)
7. Advance our megaregion's brand – I-64 Innovation Corridor

20





21

## Virtual Innovation Spotlight



**April 5:** Cybersecurity in the I-64 Innovation Corridor

**May 3:** Virginia's Drone Technology Industry

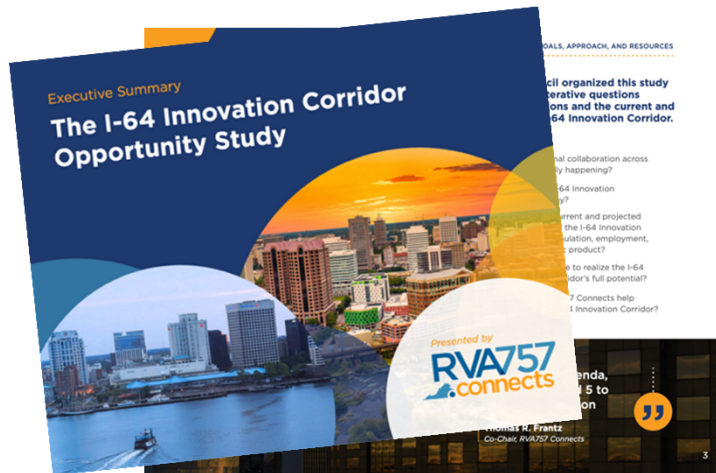
**June 7:** Growth of Transportation and Logistics in the I-64 Innovation Corridor

**Coming Aug. 2:** Greenswell Growers - Hydroponic Farming in Goochland County

22



## I-64 Innovation Corridor Opportunity Study Executive Summary Report



Mass mailing to  
Virginia's federal  
delegation, General  
Assembly members,  
Governor's office,  
Secretaries, Va. state  
agency heads, etc.

Plus All RVA757 Connects'  
Directors and MIC Members



23

## Database is Growing



270 email addresses – January 2022

**1,997– Today**

Goal: 5,000 by Dec. 31, 2022



24

# Q&As



25

## Today's Agenda

Operational Updates on RVA757 Connects – John Martin - 5 Min.

I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.

Global Internet Hub – John Martin – 10 Min.

VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.

Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.

Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.

What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.

Close – Tom Frantz – 5 Minutes



26

## Advocating for the Widening of the 29-mile Gap on I-64

29-mile gap

Two lanes now from the Bottoms  
Bridge to Lightfoot exits

\$750 million cost to expand to  
three lanes

No funding programmed



## Status On Funding I-64 Gap Project

Chris Lloyd and Ross Grogg

## Funding Success



State lawmakers approved a state budget – and Governor Glenn Youngkin signed into law on June 22 - calling for a commitment of up to **\$470 million** in state funds for the project:

- \$210 million in the current fiscal year that ends June 30;
- \$110 million in fiscal year 2024; and
- \$150 million in fiscal year 2023 if there is a revenue surplus from the current fiscal year.
- Central Virginia Transportation Authority (CVTA) approved on June 17 **\$100 million** to be used in a future year.



29

## Funding Success



- **VDOT** has applied for a **\$150 million** federal grant (the agency is expected to hear the award amount in late summer or early fall)



30

## Pathway to Total Funding



General Assembly	\$470M
RVA – Central Virginia Transportation Authority	<u>\$100M</u>
	\$570M
VDOT Federal Grant Application	<u>\$150M</u>
	Total \$720M



31

## Other Plausible Sources for Additional Funds for I-64



- **Smart Scale:** The CVTA is sending a letter to the Commonwealth Transportation Board recommending that the board prioritize I-64 as one of its two priority projects for Smart Scale consideration.
- **The Hampton Roads Transportation Accountability Commission (HRTAC):** HRTAC will announce after the September Board meeting what funds can be directed to the I-64 Gap Project given that ~6 miles of the Gap is in Hampton Roads.



32

## What's Next for RVA757 Connects Supporting the Gap



- Thank the Governor.
- Thank Sec. of Transportation.
- Thank the General Assembly members.
- Thank our regional transportation authorities.



33

## How The I-64 Gap Project Approach Is a Model for RVA757 Connects

John Martin



34

## 1. Board Voted in Late 2020 to Make the I-64 Gap A Priority



1. Advocate for I-64 widening (29-mile gap from RIC to Williamsburg)
2. Accelerate the I-64 Innovation Corridor status as a Global Internet Hub
3. Support the completion of the Virginia Capital Trail
4. Remove barriers to increase passenger rail service
5. Drive and showcase greater collaboration and innovation
6. Support directors' and members' initiatives
7. Advance our megaregion's brand – I-64 Innovation Corridor

## 2. RVA-757 Connects Identified Key Benefits and Pathways of Closing the 29-Mile I-64 Gap



### Adding a third lane in each direction will:

- Drive economic growth
- Support large sites and new development
- Maximize the ROI of the Port of Virginia
- Support Virginia's tourism industry
- Support RVA's tourism (9% of RVA's tourism comes from the 757)
- Maximize the opportunity to become a Global Internet Hub
- Support the military
- Support higher education
- Improve safety along the corridor
- Connect underserved in the corridor to jobs
- Serve as a viable main evacuation route
- Reduce environmental impact



### 3. RVA757 Connects' Goes on Record - Letter and Whitepaper to Secretary Valentine Advocating for the I-64 Gap Project

Early 2021

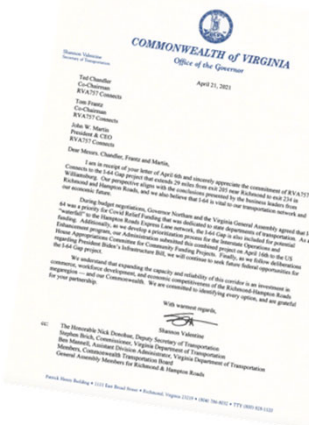


- Explained the I-64 Innovation Corridor – what, why, who, and how.
- Made a business case for the I-64 Gap project.
- Showed how the project is an investment in commerce, workforce development, and economic competitiveness of the Richmond-Hampton Roads megaregion and our Commonwealth.
- Identified sources of funding – including some existing pockets of money.
- Pointed to RVA757 Connects' directors who are behind this request.
- Copied all CTB members and all state-level elected officials from RVA and 757.



37

### Response From Secretary Valentine



*"We understand that expanding the capacity and reliability of the corridor is an investment in commerce, workforce development, and economic competitiveness of the Richmond-Hampton Roads megaregion and our Commonwealth. We are committed to identifying every option and are grateful for your partnership."*

Secretary Sharron Valentine



38

### 3. RVA757 Connects Briefed the Candidates During the Campaign

March 2022 RVA757 Connects Board Meeting

*"We've still got work to do on 64, there's money in the budget - in the House and the Senate versions - that will end up being money there. It's not enough. We've got to go find more funds in order to make sure that we get I-64 finished all the way to Richmond."*

*"Virginia needs to take full advantage of funds available through the federal government's bipartisan infrastructure bill that was approved last year."*

Governor Youngkin



39

### 4. Crafted Op Eds



**Richmond Times-Dispatch**

#### BOLD THINKING

### Removing 'I-64 Gap' will create game-changing growth

BY THEODORE L. CHANDLER JR.,  
THOMAS R. FRANTZ AND  
JOHN W. MARTIN

A big barrier stands in the way for both the Richmond and Hampton Roads regions to realize their full economic growth potential.

That obstacle is the 29-mile stretch of Interstate 64 from the Bottoms Bridge exit in New Kent County to the Lightfoot exit near Williamsburg—a section that transportation officials call the "I-64 Gap." This is the one remaining segment of I-64 between Richmond and Hampton Roads that still is only two lanes in each direction. It's a major chokepoint that limits economic opportunities.

The truth is many regions are growing faster than Richmond and Hampton Roads—in population, workforce and, in turn, economic output and gross domestic product. We are falling behind.

We need bold thinking and actions to shift our economic

trajectory. This starts with the realization that collaboration, not competition, drives scale and the economic success of nearby localities.

There's a great example on the West Coast in the Cascadia megalopolis. Leaders in three cities—Vancouver, B.C., Seattle and Portland, Ore.—are working together to plan and build an ultra-high-speed rail project linking the metro areas. Closer to home, Atlanta and Charlotte, N.C., are in conversations related to a similar high-speed rail connector between their airports.

In Virginia, RVA757 Connects has been advancing collaboration between the Richmond (RVA) and Hampton Roads (757) regions. Leaders have been pointing to game-changing opportunities that can benefit both economies and all of our residents in what we call the I-64 Innovation Corridor megalopolis. Closing the I-64 Gap tops our list and inspires us to see

I-64 GAP, Page D3

**The Virginian-Pilot**

#### OTHER VIEWS

### Time for Virginia to widen I-64 and 'close the gap'

By Aubrey Layne  
RVA757 Connects

If you have ever traveled on Interstate 64 between Norfolk and Richmond, you know exactly what I am talking about.

Leaving Hampton Roads heading west, the slowdown or standstill usually starts after the Lightfoot exit in York County. Leaving Richmond heading east, traffic problems begin after the Bottoms Bridge exit in New Kent County.

The problem is what transportation officials call the "I-64 gap"—the only part of I-64 between Richmond and Hampton Roads that still has just two lanes in each direction.

Discussions of widening I-64 from Hampton Roads to Richmond had been ongoing for years and were supported by our state and regional transportation leaders.

Adding a third lane is an investment in the vitality of our megalopolis, benefiting businesses, workers, residents, tourists and the military. It will help the economic competitiveness while relieving congestion, improving safety and increasing reliability for commuters, truckers and tourists.

Fortunately, improvements to I-64 were

Now is the time to take actions to completely close the gap—to finish the I-64 widening as planned. Here's why.

■ **Economic growth.** Connecting the two major employment centers in Richmond and Hampton Roads will lead to the creation of more job opportunities for all. Completing the project helps secure Virginia's investment in the Port of Virginia, where thousands of trucks use I-64 daily to haul items to distribution centers in the Richmond region and beyond. The I-64 corridor also plays a major role in Virginia's tourism.

■ **Improve safety/reliability and relieve congestion.** I-64 serves millions as the primary evacuation route during a hurricane or other disasters. The interstate is congested, especially in the summer, causing significant loss of time for truckers, commuters, and tourists.

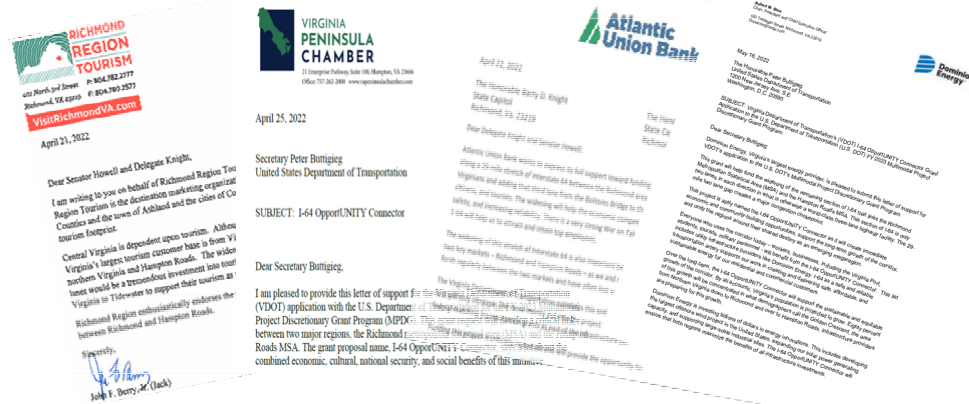
■ **Connected, reliable network.** I-64 will work best when the system is built as planned with three lanes in each direction.

■ **Leveraging federal grant opportunities.** As part of the infrastructure act, the U.S. Department of Transportation is poised to award billions of dollars to transportation projects. The larger the amount of state funding that is directed to closing the I-64 gap, the more VDOT will have as matching dollars when applying for those grants.



40

## 5. Created Customized Letters of Support to General Assembly Budget Conferees



41

41

## 6. Answered VDOT's Request to Help with Federal Grant Application



\$150M VDOT Federal Grant Application

VDOT asked RVA757 Connects to help with project naming and the proposal narrative.



RVA757 Connects' March 2022 Board/MIC Meeting:  
**Opportunity Connector**



42

42

## Grant Narrative Included Equity Arguments and Global Internet Hub

### EQUITY:

Expanding job opportunities to underserved communities near the I-64 Gap through increased access to the greater density of job opportunities in the two urban areas

...to improve the roadway, reduce energy consumption, and reduce greenhouse gas emissions. The project is a Category 4, low-level fire, or limited revenue funding. Improving the 29-mile section to allow for better emergency response (including evacuation from coastal communities in Virginia and North Carolina) is a necessary adaptation based on the realities of a changing climate and more extreme weather.

Expanding the roadway will provide an opportunity to include more features that improve the reality of the area and better address the environment. There are currently four Park and Ride lots located within the corridor. None of which include electric vehicle charging stations. As part of the effort to incorporate lower-carbon travel modes and reduce greenhouse gas emissions, electric car charging stations will be constructed in the lot. The Park and Ride lots will also be used to support additional commuter bus service between metropolitan areas. The Department of Rail & Public Transit is in discussions with GRTC TRANSIT to expand the Park and Ride lot at Providence Forge in an effort to deploy a new commuter bus route.

The Interstate 64 Peninsula Study Final, Environmental Impact Statement (EIS)

Additionally, the project has set a target goal of 50 percent electric vehicle sales share by 2030, further reducing any I-64 impact.

**5.5 CRITERION 45: EQUITY, MULTIMODAL OPTIONS AND QUALITY OF LIFE**

Equity arises through expanding job opportunities and growth, increasing occupational opportunity within the I-64 Opportunity Connector increases the access to and density of job opportunities.

Both the Hampton Roads and Richmond areas include Historically Disadvantaged Communities of Persistent Poverty, which are often characterized by transportation access disadvantages, high poverty, low homeownership, health issues, and environmental concerns. The Opportunity Connector will bridge these communities and better connect them to the megaregion and advantages both along and at each side of the corridor.

To understand the impact of this project, we need to examine the ethnic and racial

### DIGITAL HIGHWAY:

VDOT commits to installing fiber optic on this stretch

...composition of the area that will benefit most from the roadway improvements. The racial makeup of the megaregion population illustrates the need for equity. Approximately 40% of the Hampton Roads region is non-white. Black communities represent 32% of the region's population, as compared to 14% in the nation. This is the fourth-largest Black percentage of population for regions over 1 million residents, and the north-largest Black population in the nation. Within Richmond, Black people comprise 28% of the population. Both Hampton Roads and Richmond are considered transportation disadvantaged, a representation of Historically Disadvantaged Communities.

**5.6 CRITERION 46: INNOVATION AREAS: TECHNOLOGY, PROJECT DELIVERY AND FINANCING**

The I-64 Opportunity Connector project will allow VDOT to apply innovative strategies to broaden supply chains, enhance data collection, digital connectivity, and improve data collection. The U.S. Department of Transportation's Federal Highway Administration published a new Broadband Infrastructure Deployment.

Overall, the rule will improve coordination processes and reduce inefficiencies during highway construction, making it easier to deploy broadband infrastructure.

VDOT commits to installing fiber on this stretch of the I-64 corridor. If the grant advances, and will coordinate with third party providers to provide an opportunity to compete for leasing of space for private broadband access.

**Communication Advantages**

VDOT will commit to cooperating with private industries to solicit their participation in the use and expansion of broadband access along the I-64 corridor. Private industry providers will be able to utilize the fiber optic lines that VDOT will offer in-kind with this project, so that they may expand broadband access to adjacent rural areas along corridor that do not typically have that broadband access. VDOT will also connect with private industries to solicit their interest in expanding access to global internet hubs in the corridor. The additional capacity can be used to assist in call sites to provide high-speed cellular communication on the corridor to provide high-speed communications.

**Smart Truck Parking**



43

## 7. RVA757 Connects Endorsed VDOT's Grant Proposal

### 3. PROJECT PARTIES

The applicant of this request for funding through the Multimodal Project Discretionary Grant (MPDG) program is the Virginia Department of Transportation (VDOT). VDOT has extensive experience with receipt and expenditure of Federal transportation funds.

Table 1 - Applicant	As the primary applicant, VDOT will serve as the grant recipient and overall implementation and oversight of the project.
<b>VDOT</b> Virginia Department of Transportation	
Table 1 - Public Agencies	
<b>DRPT</b> Virginia Department of Rail and Public Transportation	DRPT has an interest in the project with a focus on expanding the commuter and express bus services along the corridor.
<b>GRTC</b> Greater Richmond Transit Company	GRTC interest in expanding bus service
<b>WATA</b> Williamsburg Area Transit Authority	WATA interest in expanding bus service
<b>HAIRPORT TPO</b> Hampton Roads Transportation Planning Organization	
<b>PlanRVA</b> Richmond Regional Planning District Commission	
Table 1 - Private Parties	
<b>CHAMBER</b> Hampton Roads Chamber	
<b>GREATER RICHMOND PARTNERSHIP</b> Greater Richmond Partnership	
<b>GREATER WILLIAMSBURG CHAMBER</b> Greater Williamsburg Chamber of Commerce	
<b>RVA757 connects</b> RVA757 Connects	



May 6, 2022

The Honorable Peter Buttigieg  
United States Department of Transportation  
1200 New Jersey Ave, S.E  
Washington, D.C. 20590

SUBJECT: I-64 Opportunity Connector

Dear Secretary Buttigieg:

A big barrier stands in the way for both the Richmond and Hampton Roads regions to realize their full economic potential.

That obstacle is the 29-mile stretch of Interstate 64 - from Bottoms Bridge exit in New Kent County to the Lightfoot exit near Williamsburg, a section that transportation officials call the I-64 Gap. This is the one remaining segment of I-64 between Richmond and Hampton Roads that is still two lanes in each direction and a major chokepoint that limits our economic opportunities.

This is why we are pleased to provide this letter of support for the Virginia Department of Transportation's application with the U.S. Department of Transportation for the FY 2023 Multimodal Project Discretionary Grant Program. This grant request will allow much-needed improvements along I-64 that is a critical link between two major regions, the Richmond Metropolitan Statistical Area (MSA) and the Hampton Roads MSA.

RVA757 Connects is a non-profit organization made up of business and higher education leaders from the Richmond (RVA) and Hampton Roads (757) regions (a list of our board directors is attached). We believe that collaboration, not competition, between nearby cities drives scale and the economic success of both localities. We work on game-changing opportunities that benefit both regions and improve the quality of life of all of our residents. We call our combined region the I-64 Innovation Corridor. Closing the I-64 Gap tops our list of priorities and inspires us to see it as the I-64 Opportunity Connector.

Funding this project will deliver many economic, cultural, national security, environmental, and equity-related benefits, all of which will help our megaregion's economy recover from the pandemic and become even more resilient to future shocks.

1



44

## 8. Created a Video For the Federal Grant Proposal

[https://drive.google.com/file/d/1npSNVo9h\\_FV78KDONZs\\_OpT4jlpMAkL/view?usp=sharing](https://drive.google.com/file/d/1npSNVo9h_FV78KDONZs_OpT4jlpMAkL/view?usp=sharing)



Patricia Page  
Supervisor, District 3  
New Kent County Board of Supervisors



45

## The Secret Sauce?

RVA757 Connects' Directors and MIC Members



46

# Q&As



47

## Today's Agenda

Operational Updates on RVA757 Connects – John Martin - 5 Min.

I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.

Global Internet Hub – John Martin – 10 Min.

VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.

Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.

Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.

What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.

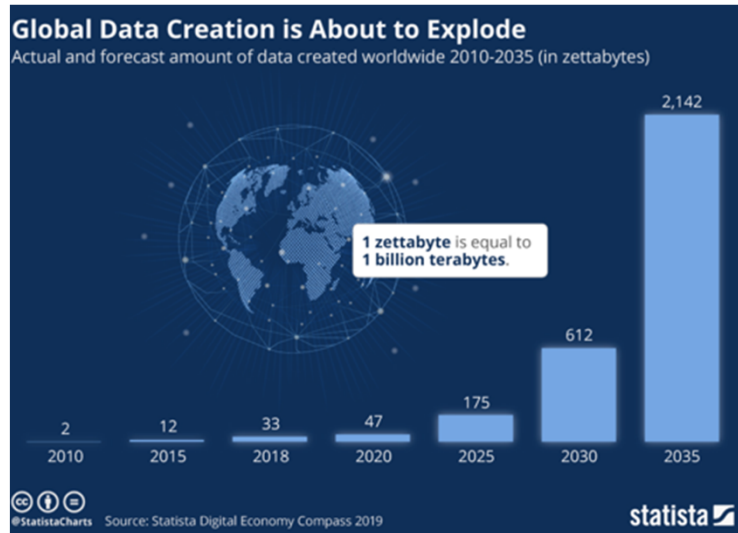
Close – Tom Frantz – 5 Minutes



48

## An Explosion in Data

- Internet traffic has increased **5x** in the past **5 years**
- **90%** of all data that exists today has been created in last **2 years**



Zettabytes

## Digital infrastructure hubs: where data networks overlap



Internet hubs are physical locations that appeal to and attract:

- Carrier networks
- Content delivery networks (CDNs)
- Social networks
- Cloud services
- Hosting
- Gaming
- IT service providers

These firms choose to co-locate and interconnect in a market.

They do so in massive data center (called **internet exchange point** or **IXP**) or within several data centers in the same region.



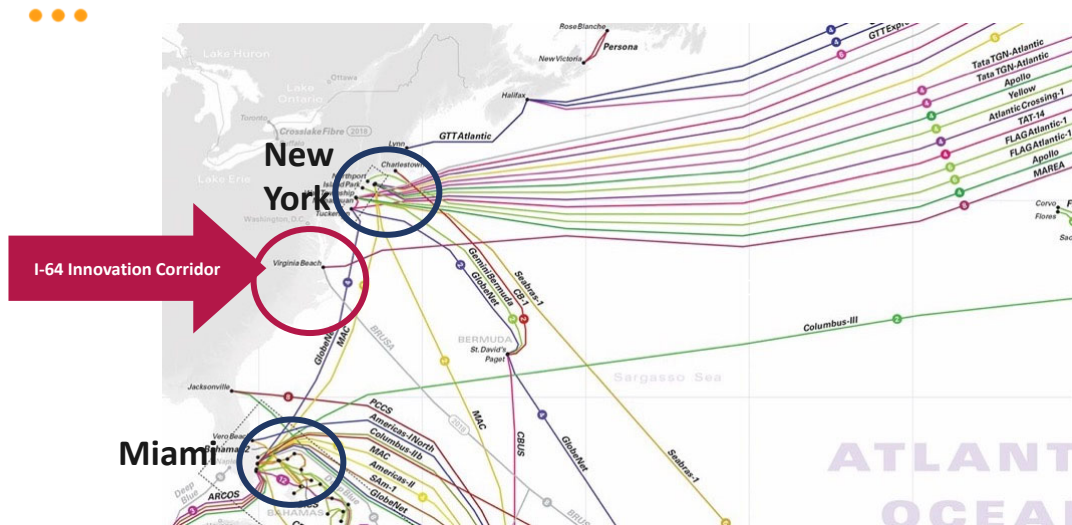
## Super large data hubs become known as and are officially designated as a Global Internet Hub.

Currently, the top 10 Global Internet Hubs (as ranked by TeleGeography), based on international capacity, are:

- |                           |                             |
|---------------------------|-----------------------------|
| 1. Frankfurt, Germany     | 6. Hong Kong, China         |
| 2. London, United Kingdom | 7. Stockholm, Sweden        |
| 3. Amsterdam, Netherlands | 8. Miami, United States     |
| 4. Paris, France          | 9. <b>Marseille, France</b> |
| 5. Singapore, Singapore   | 10. Los Angeles, California |

Notably, eight out of the top 10 Global Internet Hubs have direct access to subsea cables.

## The I-64 Corridor: the only Mid-Atlantic hub with deep sea cables



## I-64 Innovation Corridor is Becoming a Global Internet Hub

### Key Assets

Where data center, subsea fiber and terrestrial networks converge

#### HENRICO

##### Network Access Point (NAP)

Facebook  
(Hyperscale)  
\$4B investment  
2M+ sq. ft.  
160MW



QTS RICHMOND  
**NAP**

QTS Richmond  
(Wholesale)  
1.4M sq. ft.  
World's 4<sup>th</sup>  
largest



#### VA BEACH

##### 4 Deep-sea Cables



FACEBOOK  
Google  
TELXIUS  
Microsoft

From Henrico, we connect to the largest interconnected digital ecosystem in North America, one that includes New York, Chicago, Dallas, and Phoenix. In 2 milliseconds, data on this network can reach from the I-64 Innovation Corridor to 80% of the U.S. population.



53

1. March 2022 Board Meeting Breakout Session:  
What's the Benefit of Becoming a Global Internet Hub?

2. What's the status of RVA757 Connects' Priority of I-64  
Innovation Corridor Becoming a Global Internet Hub?



54

“Becoming a Global Internet Hub will do more for Hampton Roads’ and Richmond’s economy and quality of life in the 21st century than the construction of I-64 and I-95 did for our regions in the 20th century.”



55

Pursuing this international recognition (GIH) **is not for the designation itself** but rather for what an advanced digital infrastructure will mean for our businesses, communities, and future economic development potential.



56

## Internet hub advantages

### Business Advantages

- Faster and more reliable service
- Lower costs
- Competitive advantage to conduct business at the speed of light
- Supports “Edge computing”
- Attracts a larger tech talent pool
- Supports a 21<sup>st</sup> century business model



57

An estimated 70% of new value created in the economy over the next decade will be based on digitally enabled platform business models.

Platforms > Shaping the Future of Digital Economy and New Value Creation Filter

## Shaping the Future of Digital Economy and New Value Creation

Watch the overview

Navigating industry disruptions, transitioning to a new normal.

The Platform on Digital Economy and New Value Creation helps companies leverage technology to be agile in the face of disruption and to create the new digitally enabled business models for a new normal – post-COVID, purpose driven, sustainable and inclusive.

Read more

Featured Articles

Follow us on LinkedIn



58

## Internet hub advantages

### Community Advantages

- New municipal / County budget funding
- Increased access to high-speed internet
- Improved public safety, transportation, and flooding/SLR services
- Enhanced educational opportunities
- Improved healthcare
- Increased work-from-home opportunities
- Service to underserved neighborhoods
- Enhanced locational appeal for remote workers



59

## Internet hub advantages

### Future-proofs a Community

- Help a community remain relevant in the future with next gen capabilities.
- Every “next generation” of technology adds new functionality, capacity, and performance, often by an order of magnitude. In this industry, a generation is one to three years.
- The leading-edge hubs and users will have digital resources, tools and capabilities that are not widely accessed to others - real-time massive data acquisition / analytics, use of augmented intelligence and creation of new, highly beneficial knowledge.
- All of this will drive the winning cities of tomorrow - future economic growth and prosperity.



60

## 1. March 2022 Board Meeting Breakout Session: What's the Benefit of Becoming a Global Internet Hub?

2. What's the status of RVA757 Connects' Priority of I-64  
Innovation Corridor Becoming a Global Internet Hub?



61

## Insights from Marseille: Create A Game Plan



**“You are on  
your way”...  
Criteria for  
Success**

1. Access to international deep-sea cables
2. Data centers
3. Robust network of local fiber optic cables
4. Inexpensive power and/or access to renewable sources of energy
5. Inexpensive land
6. Low risk of natural disaster
7. Proximity to large populations
8. Tech-savvy workforce
9. Economic incentives
10. Enlightened Leaders

### Create a strategic plan

that coordinates, directs, and accelerates our digital infrastructure community and stakeholders (business community and elected officials) in making the I-64 Corridor a Global Internet Hub.



62

## Our Strategic Planning Process



1. Establish a Steering Committee
2. Conduct a Comprehensive Situation Review and Identify Strategic Action Plans
3. Hire Top International Consultants to Help Formulate Key Action Plans
4. Bring All Action Plans Together In a Comprehensive Implementation Plan
5. Through every step, grow awareness, advance support, and increase engagement in becoming a Global Internet Hub.



63



VIRGINIA INITIATIVE FOR  
**GROWTH & OPPORTUNITY**  
IN EACH REGION

### \$160K Cash Funding in Place

- Dominion Energy: \$10,000
- City of Virginia Beach: \$10,000
- Henrico County: \$10,000
- Hampton Roads Alliance: \$10,000
- Old Dominion University: \$10,000
- Dragonfli (Williamsburg): \$10,000
- GO Virginia Grant: \$100,000

### \$100K In Kind Contribution

## Steering Committee

- Educational institutions, including the major universities and colleges in the I-64 Innovation Corridor.
- Leading Chambers:
  - ChamberRVA
  - Hampton Roads Chamber
- Companies representing multiple digital infrastructure users
  - Data
  - Defense
  - Telecom
  - Energy / Utilities
  - Technology
  - Finance
  - Health
  - Transportation / Supply Chain
  - Higher Education
  - Agriculture
- Military representatives
- Workforce development organizations

### Digital Infrastructure Users



### Enterprise Data Centers



64



## Hire the top international consultants to help formulate key parts of the plan (A few examples)



- **International Rankings Plan:** A plan to understand the precise ratings of Global Internet Hubs. This includes hiring TeleGeography, an international research company that rates and ranks Global Internet Hubs, for their assessment and best performance suggestions to move up in their rankings.
- **Tax Incentives Plan:** A detailed plan and rationale that can be provided to the General Assembly and all jurisdictions along the Corridor. This includes coordination with JLARC's assessments and insights on this topic.
- **Cable Landings Plan:** Another insight from Marseilles on how they became a Global Internet Hub centered on cable landing sites – not having them all come ashore at the same point. The Strategic Plan will include hiring a lead consultant in this area. ASN, SubCom, or Xtera analyze and assess landing sites.
- **Energy and Water Resource Plan:** The Strategic Plan will include a recommended feasibility study of potential sites in the I-64 Innovation Corridor based on existing or easily extended energy and water resources.
- **Workforce Education/Talent Pipeline Plan:** Strategic Plan will include recommendations for educational support to support the growth of our digital infrastructure.

### Planning Schedule

- Meeting #1 Date: Thursday, July 28, 10:00 a.m. – Noon
  - Location: William & Mary
  - Topic: Review Project & Schedule
- Meeting #2 Date: Thursday, August 25, 10:00 a.m. – Noon
  - Location: TBD
  - Topic: Review Secondary Information
- Meeting #3 Date: Thursday, September 29, 10:00 a.m. – Noon
  - Location: TBD
  - Topic: Hire Consultants
- Meeting #4 Date: Tuesday, October 25, 10:00 a.m. – Noon
  - Location: TBD
  - Topic: Review Consultants' Input
- Meeting #5 Date: Tuesday, November 29, 10:00 a.m. – Noon
  - Location: TBD
  - Topic: Review Consultants' Input
- Meeting #6 Date: Friday, December 16, Noon – 2:00 p.m.
  - Location: Finalize & Approve Plan

# Q&As

## Today's Agenda

Operational Updates on RVA757 Connects – John Martin - 5 Min.

I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.

Global Internet Hub – John Martin – 10 Min.

VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.

Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.

Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.

What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.

Close – Tom Frantz – 5 Minutes



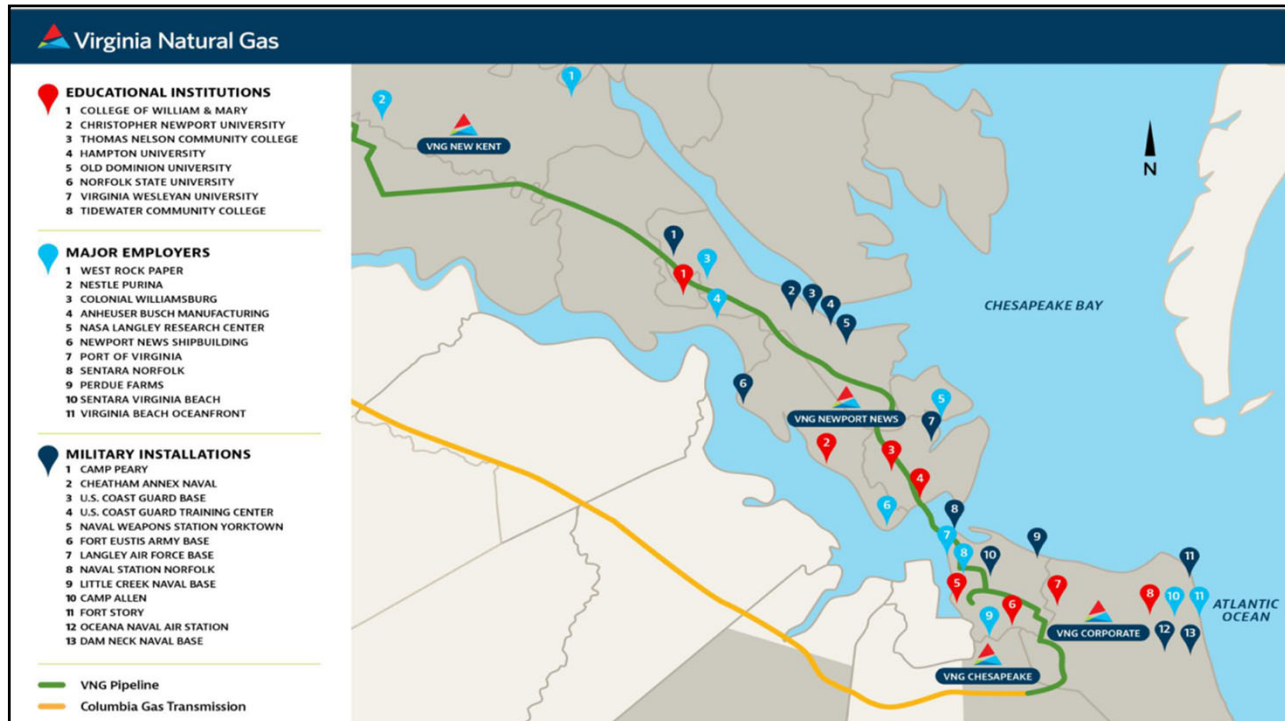
67

## Natural Gas Capacity Project Update

Morgan Whayland – Director of Government Affairs

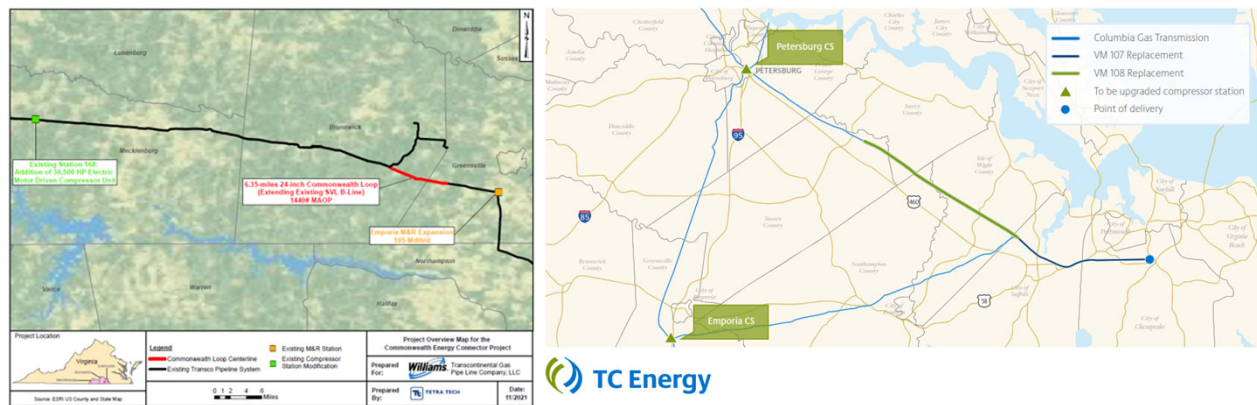


68



69

Virginia Natural Gas has entered into an agreement with Williams' Transco Gas for the **Commonwealth Energy Connector** project and TC Energy's Columbia Gas Transmission for the **Virginia Reliability Project** that together will provide needed additional capacity for the region.



70

## Regional Support for Project

**Thank you for your support!**

**FERC certificate filing expected  
in August 2022 by both  
Williams and TC Energy**



April 19, 2022

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE, Room 3A  
Washington, DC 20426

RE: Columbia Gas Transmission, LLC  
Virginia Reliability Project  
Docket No. F22-3-000

Dear Chairman Glis and Commissioners,

We are writing to express our support for the application of Columbia Gas Transmission's Virginia Reliability Project (VRP), Docket Number F22-3-000.

RVA757 Connects is a 501(c)(3) organization dedicated to improving the economic success and quality of life for everyone in the Richmond (RVA) and Hampton Roads (HTR) regions. We are an inclusive, mutually supportive Richmond-Hampton Roads megaregion as the 1.64 Innovation Corridor, a national model of innovation and interregional collaboration.

We support the Virginia Reliability Project's goal of modernizing the natural gas transmission infrastructure in Hampton Roads, Petersburg, and Emporia. VRP will provide the reliability necessary to power continued economic growth in the Richmond-Hampton Roads megaregion. Reliable energy empowers our communities to connect, collaborate, and create new ways to pursue business opportunities, scientific breakthroughs, world-class healthcare, military advancements, artistic endeavors, and equitable social and economic opportunities.

Economic development remains a major priority for Virginia. We have succeeded in making our home state number one in the nation for business. Our workforce is proud to power some of the most successful companies in the world. This project will benefit Virginia-based businesses of all sizes and local workers of all trades. Investing in modern energy infrastructure will encourage our continued economic growth to ensure prosperity for our local communities.

We are committed to supporting VRP and the tremendous promise it holds. On behalf of the leaders of both the Richmond and Hampton Roads regions (see attached Board of Directors), we fully support the full, fair, and favorable consideration of Columbia's FERC application. Thank you.

Sincerely,

John W. Martin  
President and CEO

Theodore L. Chandur  
Co-Chair

Thomas R. Frantz  
Co-Chair

... RVA757connects.com



71

# Q&As

72

## Today's Agenda

Operational Updates on RVA757 Connects – John Martin - 5 Min.

I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.

Global Internet Hub – John Martin – 10 Min.

VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.

Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.

Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.

What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.

Close – Tom Frantz – 5 Minutes



73

## General Overview: October 13-14, 2022



**October 13:** 7 am RVA delegation rides bus to Hampton Roads. Meets the 757 delegation. Tour begins in Hampton Roads

**Evening:** Late afternoon, the bus takes both delegations to Williamsburg. Overnight stay with social, program, and dinner.

**October 14:** Tour continues in the morning around Richmond. In the afternoon, the 757 delegation returns to Hampton Roads by 5 p.m.

### Governor Youngkin

Has been invited to be the keynote speaker at the reception in Williamsburg.



74

## Goals and Topic Areas



Build overall awareness and familiarity of RVA757 Connects and the I-64 Innovation Corridor

Build specific awareness and familiarity with priority areas:

1. Four key target clusters shared by both regions:

- Pharmaceutical Manufacturing & Life Sciences
- IT / Data Centers / Digital Network
- Transportation / Logistics / Supply Chain
- National Security / Cybersecurity

2. Global Internet Hub assets



75

## Pricing



**Ticket Cost:** \$125 per person

Covers Food + Transportation

**Rooms at Williamsburg Lodge on Reserve:** \$265 + taxes



76

# Q&As



77

## Today's Agenda

Operational Updates on RVA757 Connects – John Martin - 5 Min.

I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.

Global Internet Hub – John Martin – 10 Min.

VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.

Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.

Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.

What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.

Close – Tom Frantz – 5 Minutes



78

## Megaregion Institutional Council (aka “MIC”)

*Planning and implementation organizations from both regions*

RVA MIC Members	757 MIC Members
PlanRVA	HRPDC
Community Foundation for a greater Richmond	Hampton Roads Community Foundation
ChamberRVA	Chamber Hampton Roads
	Virginia Peninsula Chamber
	Greater Williamsburg Chamber Business Council
Greater Richmond Partnership	Hampton Roads Alliance
GOVirginia (Region 4)	GOVirginia (Region 5)
Capital Region Workforce Partnership	Hampton Roads Workforce Council
	CIVIC Leadership Institute
Grow Capital Jobs Foundation	Reinvent Hampton Roads
Management Round Table (MRT)	Hampton Roads Business Roundtable

*In addition, the Virginia Hispanic Chamber and Asian Chamber serve on the MIC.*



79

## MIC Meeting Agenda: June 10, 2022



1. Review and Discuss Priorities Related to Future Planning
2. Identify New Areas That Would Benefit from RVA757 Connects' Support
3. Map Out Next Steps for the MIC



80



## 1. Priorities Related to Future Planning



- A general update and discussion were held on RVA757 Connects' 2022 priorities.
- The MIC members agreed RVA757 Connects continues to be on track – focused on the right initiatives and are making incredible progress.



81

## 2. Identify New Areas That Would Benefit from RVA757 Connects' Support



During a robust discussion, several new considerations surfaced and were supported by the group. These included:

- A. Reinforce RVA757 Connects' Why and How.
- B. Make sure we prioritize our initiatives.
- C. Promote how DE&I is being advanced.
- D. Educate the full Board/MIC on current economic development collaboration
- E. Start the discussion on long range planning.
- F. Create RVA757 Connects' position papers.

Detailed on next  
few slides



82

## Areas to Focus On (Continued)



### A. Continue to Reinforce Our Why and How:

The MIC group felt that RVA757 Connects must continue to reinforce its purpose (why), mission (how), and organizational structure with the full Board and MIC. This includes always reinforcing the relationship between the Board and MIC.

### B. Prioritization of Initiatives:

With the I-64 Gap and Global Internet Hub initiatives organized and moving forward, the MIC felt that the Virginia Capital Trail initiative should be next up, prioritizing this over passenger rail.

### C. Promote DE&I:

The Greater Washington Partnership has been pushing their Diversity, Equity, and Inclusion (DE&I) agenda. It was suggested to follow GWP's lead in being more deliberate in showcasing how our initiatives are doing the same.



83

## Areas to Focus On (Continued)



### D. Educate the Full Board on Current Economic Development Collaboration:

Both the RVA and Hampton Roads regions are working on complementary economic development agendas. This includes talent retention, workforce development, target industry clusters, etc. This coordination should be communicated back to the full Board, so all are aware of this intentionality and coordination.

### E. Start Discussion on Long Range Megaregion Planning:

It was acknowledged that several of RVA757 Connects' priorities are long-range in nature, like increasing passenger rail and expanding the Virginia Capital Trail. It was suggested that RVA757 Connects proceed with crafting long-range game plans for each initiative. Both initiatives reinforce and support the I-64 Innovation Corridor's exceptional quality of life which, in turn, helps support business retention/recruitment and economic growth. Both priorities need a long-term 20-year perspective with timelines.



84

## Areas to Focus On (Continued)



### F. Position Papers on Key Issues:

It was suggested that RVA757 Connects consider preparing short position papers that tie into key issues facing both regions. It was agreed that position papers will be especially helpful on RVA757 Connects' future legislative agenda and to keep everyone informed on important local topics in each region.

- **Talent shortage and how this is linked to immigration reform:** Immigration reform could open doors for more talent from other countries to remain here. The point was made that we do not necessarily need to shift to or add immigration reform as a new RVA757 Connects' priority, but rather at least raise awareness of the linkage between talent shortages to broader issues like talent recruitment and retention.
- **Early childhood education:** How is early childhood education linked to long-term talent pipeline. It was suggested to include Brian Davis, Shawn Avery, Michel Zajur, and My Lan Tran as informed resources on the topic of immigration reform.



85

## 3. MIC's Overall Next Steps



### The group recapped the MIC's next organizational planning steps:

- Meeting minutes will be sent to the full MIC to keep everyone updated.
- Contact MIC members who did not attend this meeting to ask for their support at the next meeting.
- Share highlights of the MIC meeting with the Board/MIC on June 28.
- Share concept of preparing topical white papers that tie into our future legislative agenda with the RVA757 Connects' Executive Committee and Government Relations Committee.
- Hold next MIC meeting prior to RVA/757 Connects' September 20 Board meeting.



86

# Q&As



87

## Today's Agenda

Operational Updates on RVA757 Connects – John Martin - 5 Min.

I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.

Global Internet Hub – John Martin – 10 Min.

VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.

Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.

Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.

What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.

Close – Tom Frantz – 5 Minutes

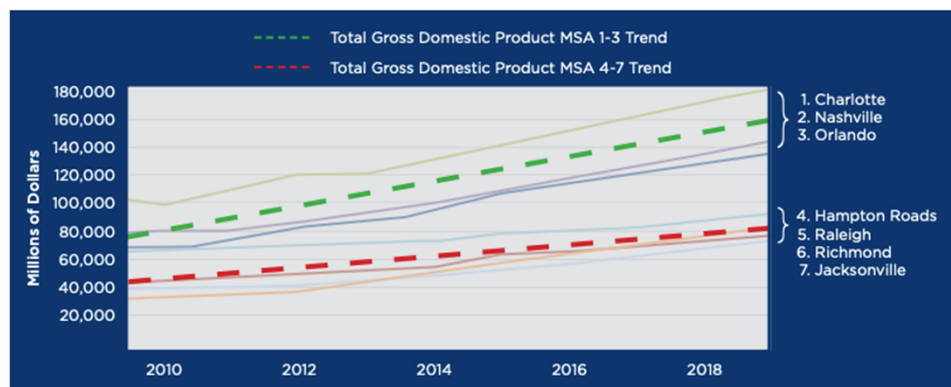


88

The next few minutes we will discuss our long-term future - 2050. Nothing we are about to discuss has been approved by the EC or Board or MIC. This is just a philosophical discussion.

89

## The Truth: We Are Falling Behind



90

## Strategic Questions

Are megaregions real?

Why are we calling ourselves our megaregion?

Should we include an expanded perspective of the I-64 Corridor?

What do megaregions focus on?

If we are a megaregion, what is our future?



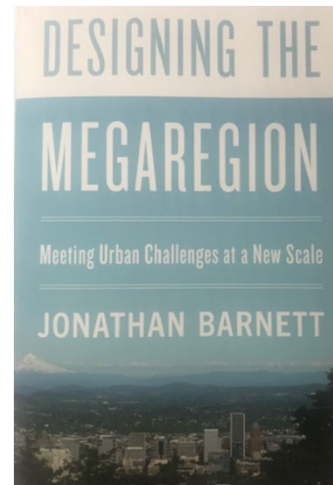
# Are megaregions real?

## Megaregions Defined

*"Megaregions are becoming the new competitive units in the global economy, characterized by the increasing movement of goods, people and capital among their metropolitan regions."*

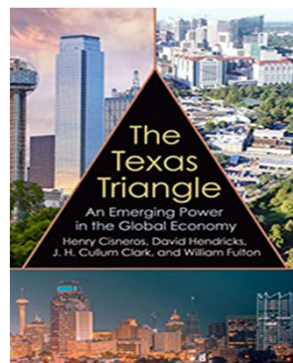
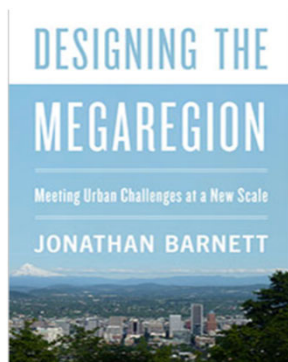
Jonathan Barnett

Jonathan Barnett is an emeritus Professor of Practice in City and Regional Planning, and former director of the Urban Design Program, at the University of Pennsylvania. He is an architect and planner as well as an educator and is the author of numerous books and articles on the theory and practice of city and megaregion design.

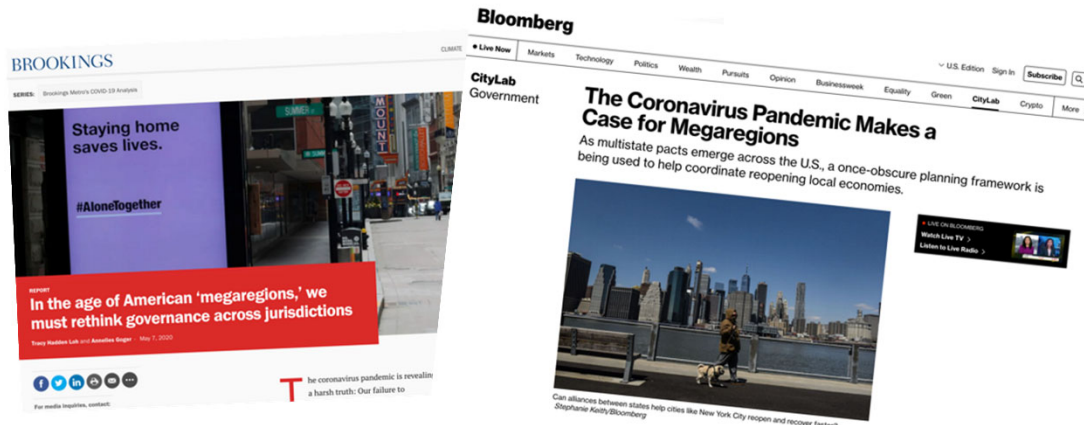


Email Laura if you want a copy of this book

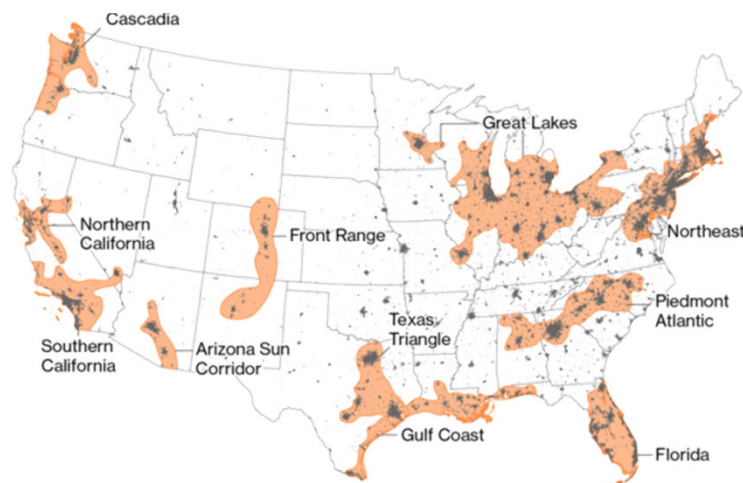
## The Megaregion Perspective Is Gaining Traction



## The Megaregion Perspective Is Gaining Traction



## We're Not On The Map of America's Megaregions



Source: America 2050, Census Bureau



# Why are we calling ourselves our megaregion?



97



One can view the Richmond-Hampton Roads relationship from several perspectives:

## Regional Collaborators

- Two neighboring regions that are collaborating to help each other thrive and grow in a global economy.

## The 12th Megaregion

- While relatively smaller than most megaregions, this area meets the common criteria for being a megaregion: a contiguous area with more than one major city center; a large, combined population; and significant output measured by GDP.

## An Innovation Corridor

- The I-64 Innovation Corridor that runs from Richmond to Hampton Roads along I-64.

Given the rise of innovation corridors in the markets surrounding Richmond and Hampton Roads, RVA757 Connects is most often using the I-64 Innovation Corridor designation.

## TOP 20 U.S. METROPOLITAN STATISTICAL AREAS (MSA)

1. New York-Northern N.J.: 19,752,408
2. Los Angeles-Long Beach-Santa Ana: 14,100,584
3. Chicago: 10,340,685
4. Dallas-Ft. Worth-Arlington: 7,775,098
5. Houston-Sugar Land-Baytown: 7,380,824
6. Atlanta-Sandy Springs-Marietta: 7,077,814
7. Miami-Ft. Lauderdale-Miami Beach: 6,459,442
8. Washington, D.C.-Arlington-Alexandria: 6,319,959
9. Philadelphia-Wilmington: 6,149,832
10. Riverside-San Bernardino-Ontario: 5,839,053
11. Phoenix-Mesa-Scottsdale: 5,836,205
12. Boston-Cambridge-Quincy: 4,493,489
13. Detroit-Warren-Livonia: 4,467,449
14. San Francisco-Oakland-Fremont: 4,156,137
15. Seattle-Tacoma-Everett: 3,708,247
16. Minneapolis-St. Paul-Bloomington: 3,592,940
17. Tampa-St. Petersburg-Clearwater: 3,408,555
18. San Diego-Carlsbad-San Marcos: 3,167,189
19. St. Louis: 3,009,016
20. Baltimore-Towson: 2,888,579



98

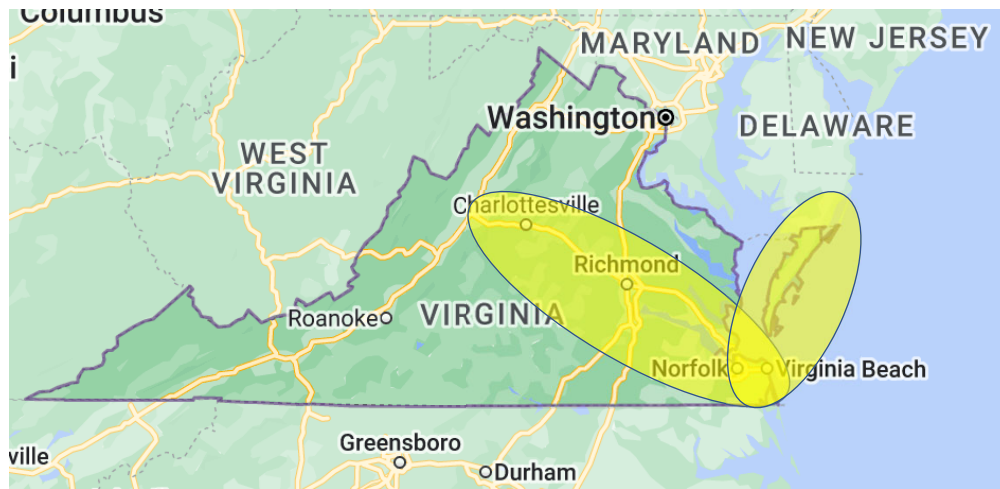
## Should we include an expanded perspective of the I-64 Innovation Corridor?



99



100



101

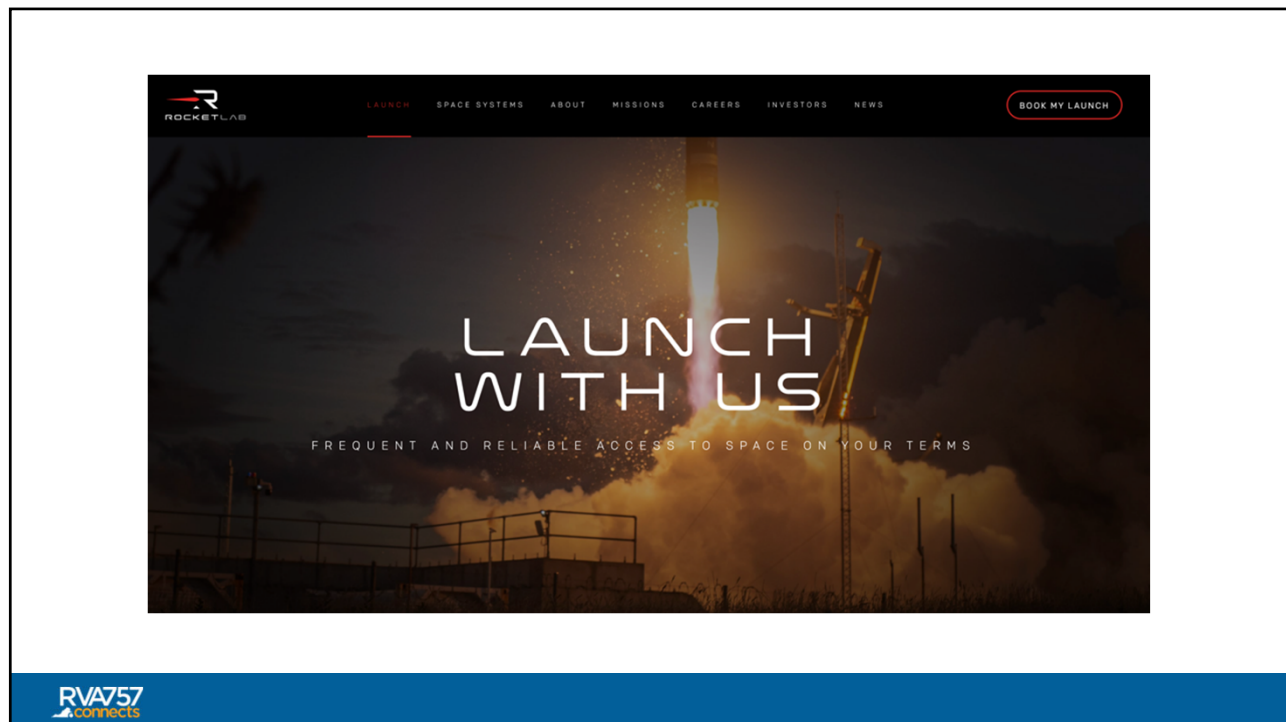
## +300K People . . . . + Bigger Story

REGION	POPULATION (2019)	POPULATION ANNUAL AVERAGE GROWTH (2009-2019)	EMPLOYMENT (2020Q3)	FORECAST EMPLOYMENT GROWTH (AVG. ANNU. RATE 2020Q3-2030Q3)
Raleigh-Cary, NC MSA	1,390,785	2.3%	662,325	1.6%
Nashville-Davidson-Murfreesboro-Franklin, TN MSA	1,934,317	1.7%	1,034,884	1.5%
Charlotte-Concord-Gastonia, NC-SC MSA	2,636,883	1.7%	1,276,784	1.4%
Denver-Aurora-Lakewood, CO MSA	2,967,239	1.7%	1,572,471	1.4%
Orlando-Tampa, FL Megaregion	5,802,978	1.8%	2,689,782	1.3%
Jacksonville, FL MSA	1,559,514	1.6%	721,122	1.2%
Atlanta-Sandy Springs-Alpharetta, GA MSA	6,020,364	1.4%	2,834,590	1.1%
Columbus, OH MSA	2,122,271	1.2%	1,076,754	0.7%
Charlottesville, VA MSA	218,615	0.9%	113,625	0.5%
Richmond, VA MSA	1,291,996	0.9%	656,014	0.5%
Washington-Arlington-Alexandria, DC-VA-MD-WV MSA	6,280,487	1.2%	3,267,882	0.4%
I-64 Innovation Corridor (without Eastern Shore)	3,067,223	0.6%	1,437,029	0.2%
I-64 Innovation Corridor (including Eastern Shore)	3,311,249	0.6%	1,455,055	0.2%
Virginia Beach-Norfolk-Newport News, VA-NC MSA	1,768,951	0.4%	778,697	-0.1%

Source: JobsEQ® by Chmura



102



103



104

# What do megaregions focus on?



105

## Successful Megaregion Design is All About Intentionality

### Cascadia Megaregion

Portland – Seattle – Vancouver

- Recently released 400-page **business case** for the project. **\$900K report** was funded equally between all three jurisdictions and Microsoft.
- Speeds of up to **220 miles per hour**. Travel times: 47 minutes from Vancouver to Seattle
- The capital cost of building the system would range from **USD \$24 billion to \$42 billion**.
- **By 2055, annual \$300 million fare revenues** will cover annual operating costs.



106

106

*“My vision for the megaregion – stretching from Washington, north to British Columbia, and south to Oregon – includes a transportation system that is fast, frequent, reliable, and environmentally responsible. Such a system would unite us in our common goals related to economic development, shared resources, affordable housing, new jobs, tourism, multimodal connections, and increased collaboration.”*

Governor Jay Inslee Washington State



107



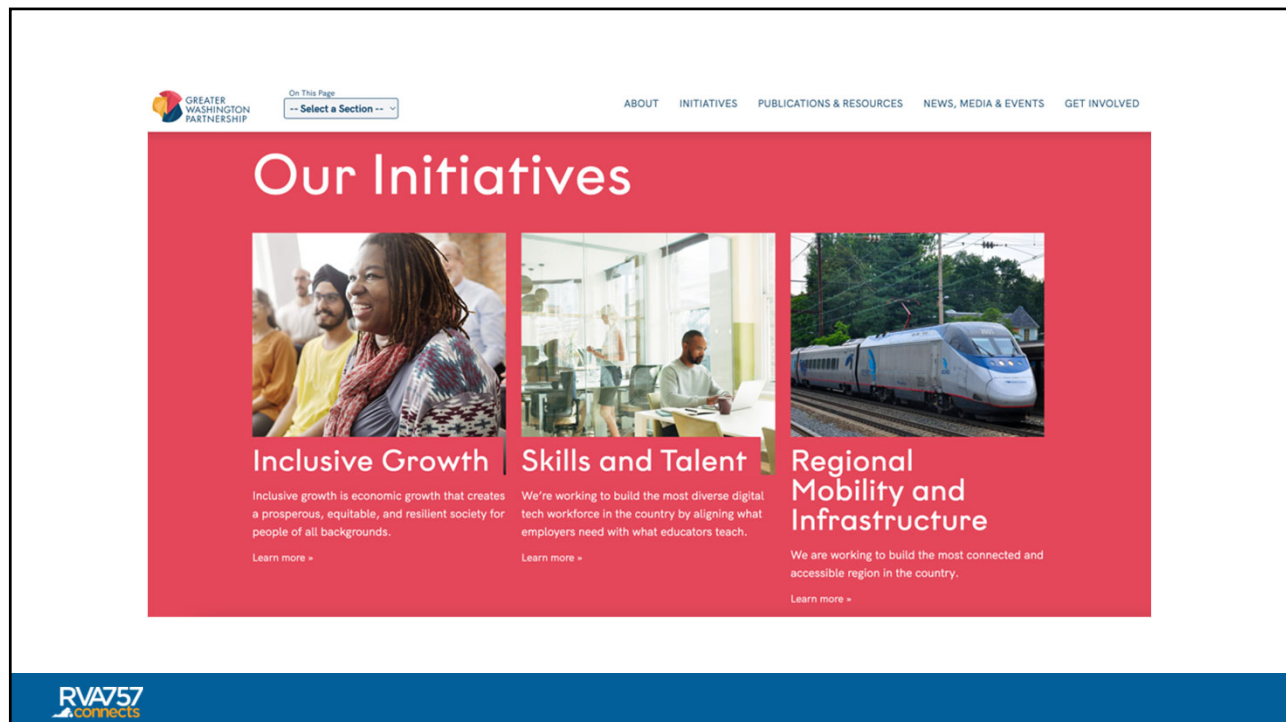
On This Page  
-- Select a Section --

[ABOUT](#) [INITIATIVES](#) [PUBLICATIONS & RESOURCES](#) [NEWS, MEDIA & EVENTS](#) [GET INVOLVED](#)

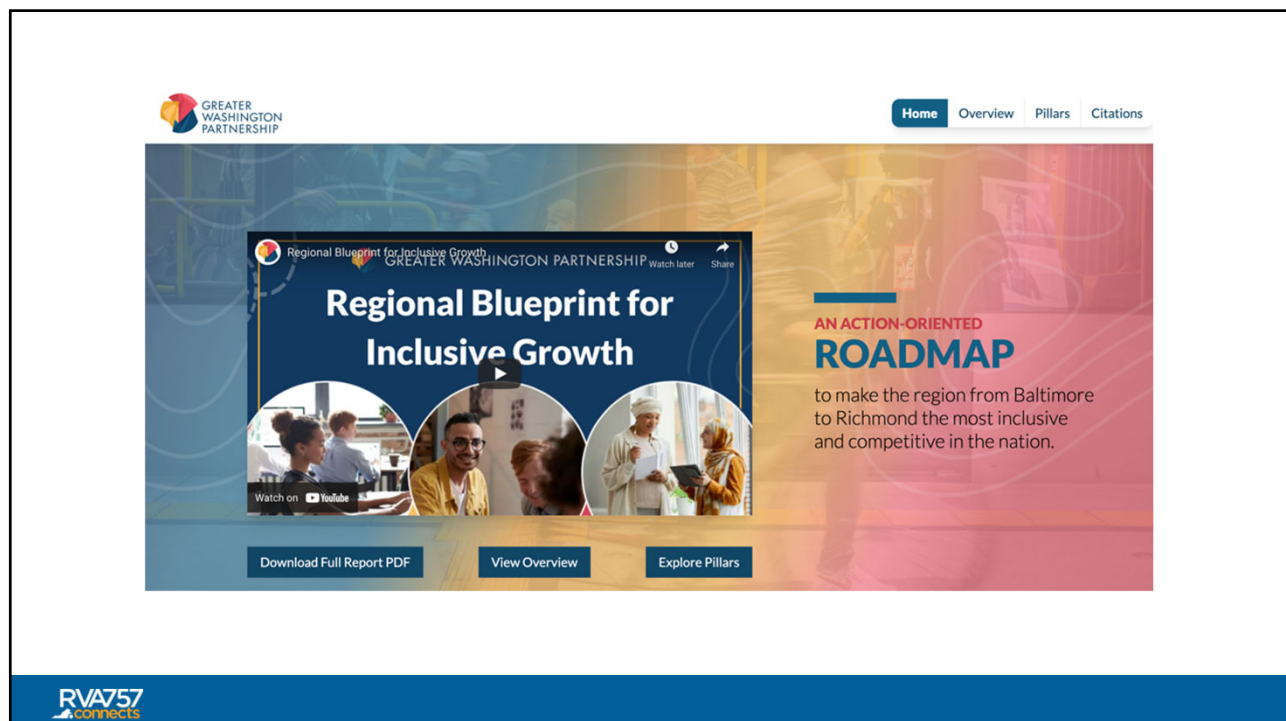


108

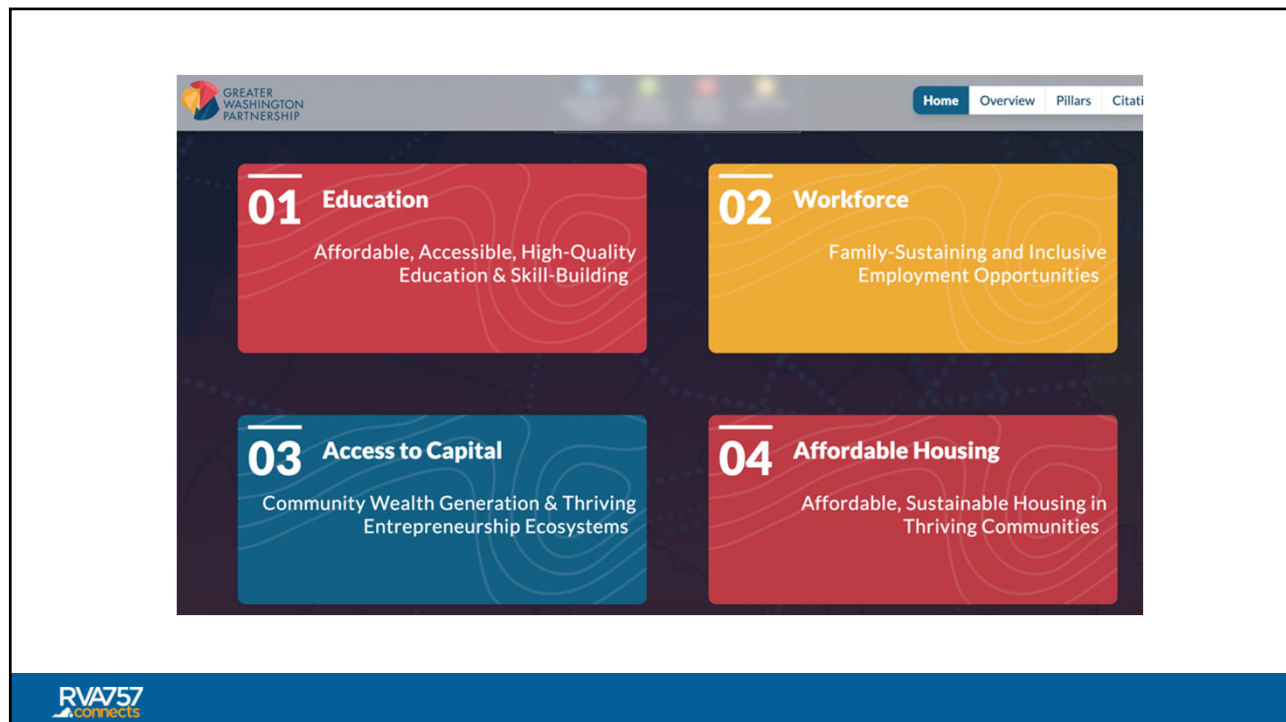




109



110



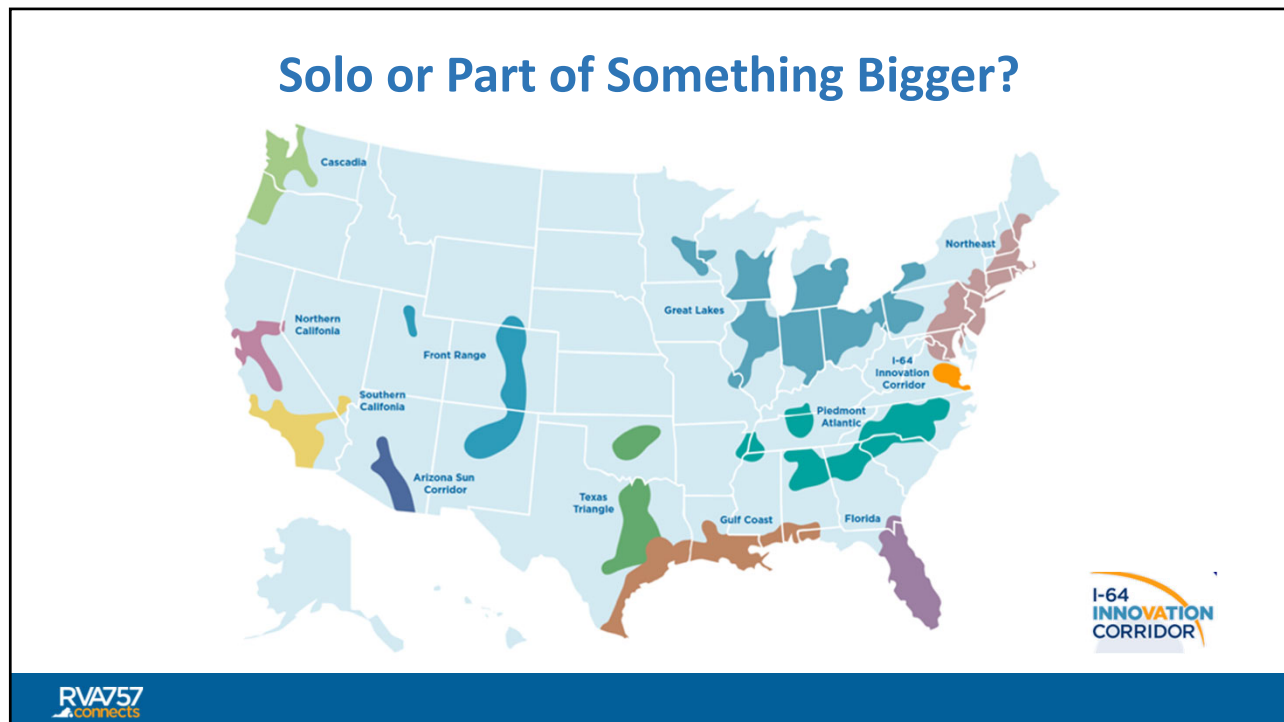
111

If we are a megaregion,  
what is our future?

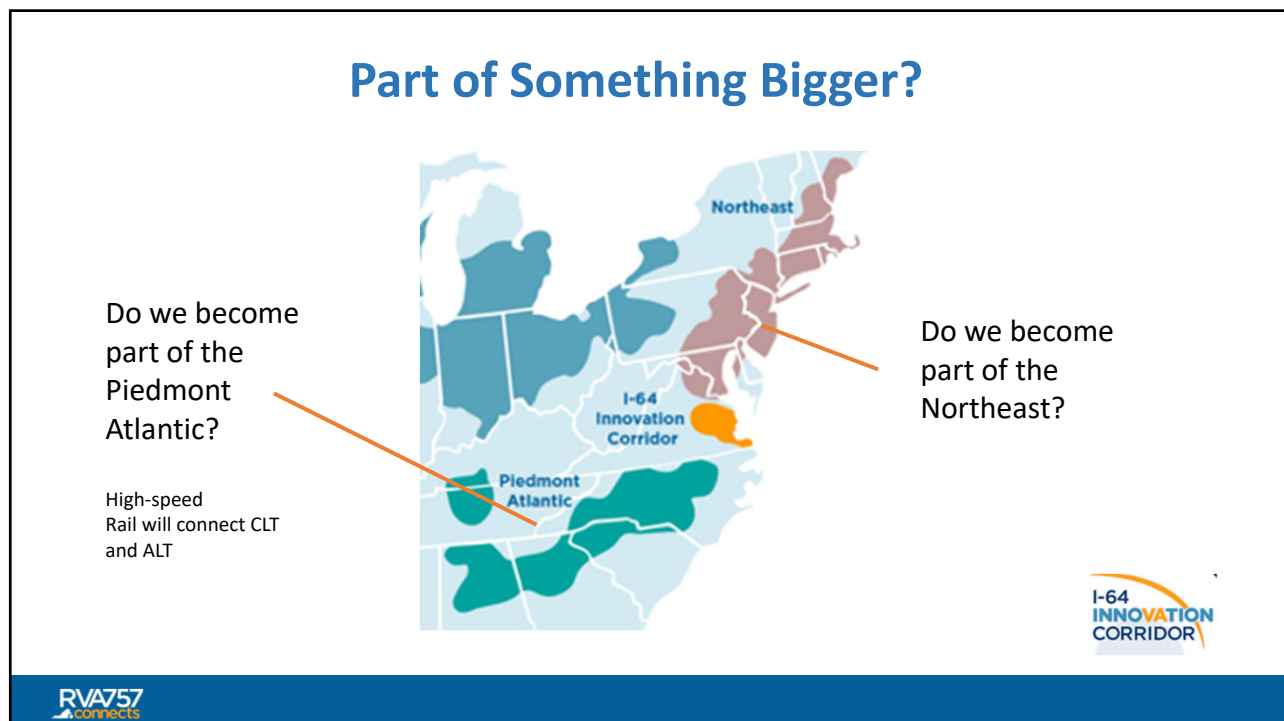


112





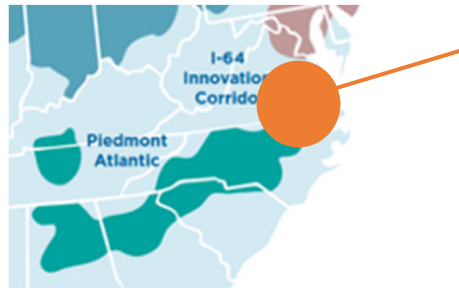
113



114

## Do We Create Something Bigger?

### The RVA-Hampton Roads-Raleigh Triangle



#### What will it take?

- Research Triangle expanding east in NC
- Expanded I-87 from Hampton Roads connecting Raleigh
- Higher-speed trains connecting all 3 jurisdictions
- Shared innovation focus
- Intentionality



Read RVA757 Connects'  
I-64 Innovation Corridor Opportunity Study:  
Do We Need To Become Even More Intentional?

## Consider these facts



- US population will grow by 67 million in the next 30 years
- 88% of that growth in the US megaregions
- By 2050, country's share of people 65+ will reach 22% (14% today).
- By 2045, the US Population will be predominantly non-white, requiring attention to growing racial and economic inequality.
- Throw in climate change and sea level rise.
- These are mega issues . . .



117

## Discussion



118

## Today's Agenda

Operational Updates on RVA757 Connects – John Martin - 5 Min.

I-64 Gap Project – John Martin, Ross Grogg, Christopher Lloyd – 15 Min.

Global Internet Hub – John Martin – 10 Min.

VNG Pipeline Improvement Update – Morgan Whayland – 10 Min.

Convergence 2022 Interregional Bus Tour – Brian Anderson and Brian Stephens – 5 Min.

Megaregion Institutional Council Update – Brian Anderson and Brian Stephens – 5 Min.

What's Ahead: The Future of Megaregions and the I-64 Innovation Corridor – 45 Min.

Close – Tom Frantz – 5 Minutes



119



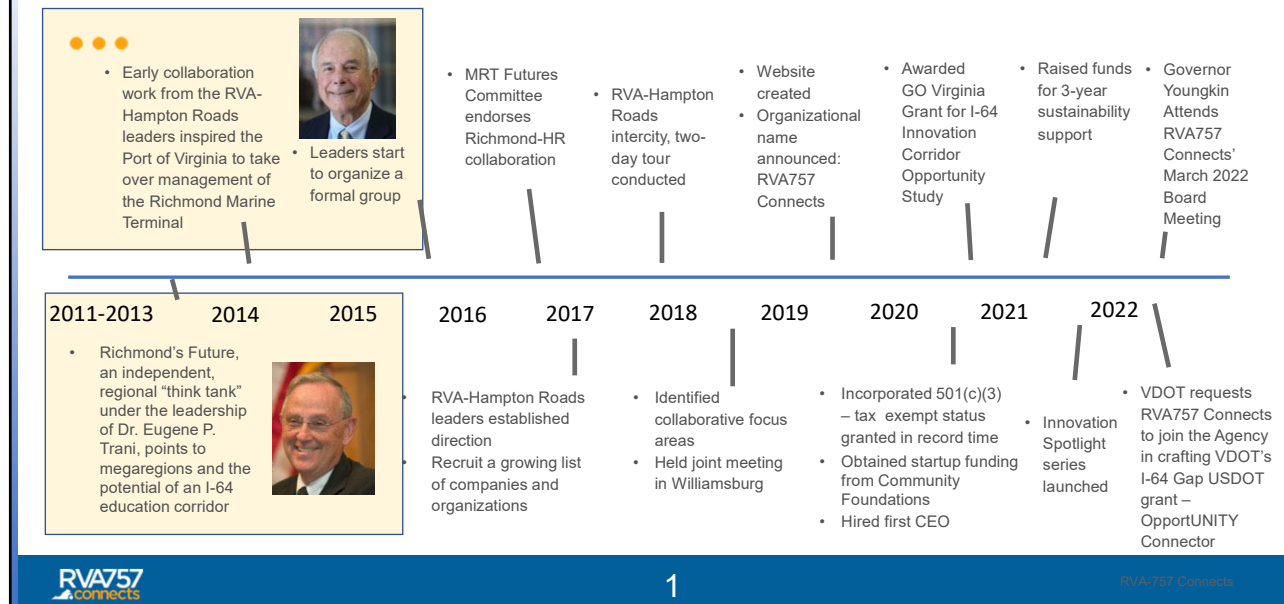
*What this  
is all about . . .*

Convene  
Connect  
Collaborate  
Innovate  
Grow



120

## Thank You Jim and Gene for the Jump-start



121

## Thank You RVA757 Connects' Corporate Supporters



122

## ... And RVA757 Connects' Individual Supporters



- Theodore L. Chandler, Jr.
- Kelsey Daugherty
- Cliff Fleet
- Wilson H. Flohr, Jr.
- Thomas R. Frantz
- Moses Foster
- Robbyn Gayer
- Ross Grogg
- Kasia Grzelkowski
- Bob Holsworth
- Martin A. Joseph
- Jim Kibler
- Sarah Jane Kirkland
- Peggy Layne
- Harry T. Lester
- John A. Luke, Jr.
- John W. Martin
- John F. Reinhart
- Bernard Robinson, Sr.
- Douglas L. Smith
- James Spore
- Jim Ukrop
- John O. "Dubby" Wynne



123

## Let's Continue to Connect and Engage



### Remaining 2022 Board-MIC Meetings

September 20	10-12 a.m.
December 13	10-12 a.m.

*In-person - Williamsburg*

### 2022 Convergence

Interregional Bus Trip –  
Overnight in Williamsburg:  
Thursday, October 13 -  
Friday October 14

### Innovation Spotlights

First Tuesday of every month – 12 to 1 pm.



124

# We're Adjourned

