



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda Item #1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 7, 2016

MOTION

Made By: Mr. Malbon, Seconded By: Mr. Williams
Action: Motion Carried, Unanimously

Title: Revised Location Approval for the Hampton Roads Crossing Study

WHEREAS, by resolution dated July 20, 2000 and entitled *Location: I-64 Hampton Roads Third Crossing*, the Commonwealth Transportation Board (CTB) approved Candidate Build Alternative 9 as the proposed location (2000 Approved Alternative) of the Hampton Roads Crossing Study (HRCS) project; and

WHEREAS, for varying reasons, the 2000 Approved Alternative did not advance, and a Draft Supplemental Environmental Impact Statement (Draft SEIS) was developed in accordance with the National Environmental Policy Act and approved by the Federal Highway Administration (FHWA) on July 25, 2016 for the consideration of alternatives to the approved location for the HRCS project; and

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, Location Public Hearings were held in the City of Hampton on September 7, 2016 at the Hampton Roads Convention Center and in the City of Norfolk on September 8, 2016 at the Quality Suites Lake Wright for the purpose of considering additional alternatives and their potential impacts as documented in the Draft SEIS; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded and considered by the CTB; and

WHEREAS, the economic, social, and environmental effects of the evaluated alternatives have been examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; and

WHEREAS, on October 20, 2016 the Hampton Roads Transportation Planning Organization (HRTPO) and Hampton Roads Transportation Accountability Commission (HRTAC) both voted unanimously to endorse Alternative A, as identified in the Draft SEIS, as the Preferred Alternative to be included in a series of other projects implemented in the region's 2040 Long Range Transportation Plan; and

WHEREAS, based on the documentation supporting decisions by the HRTPO and HRTAC it appears the proposed capacity improvements will include managed lanes in either the form of High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes; and

WHEREAS, collaboration among VDOT, FHWA, the U.S. Army Corps of Engineers (USACE), the U.S. Environmental Protection Agency, the Federal Transit Administration, the U.S. National Oceanic and Atmospheric Administration, the U.S. Navy (Navy), and the U.S. Coast Guard resulted in the recommendation for Alternative A to be identified as the Preferred Alternative; and

WHEREAS, USACE has concurred that Alternative A can be considered to be the preliminary Least Environmentally Damaging Practicable Alternative; and

WHEREAS, VDOT is committed to minimizing impacts along the I-64 corridor by confining the improvements of Alternative A to largely within the existing right of way; and

WHEREAS VDOT is committed to avoiding permanent acquisition of property owned by Hampton University and to having this commitment documented in FHWA's decision document; and

WHEREAS VDOT may have instances during project construction where temporary access to Hampton University property will be necessary; and

NOW, THEREFORE, BE IT RESOLVED that the location of this project be approved as presented under Alternative A in the Draft SEIS.

BE IT FURTHER RESOLVED that the CTB will be briefed on and have the opportunity to endorse the managed lane concept should it be identified and the appropriate analysis and financial plans are in place.

BE IT FURTHER RESOLVED that Alternative A will not include any permanent acquisition of property from Hampton University and will request this be documented in FHWA's Record of Decision.

BE IT FURTHER RESOLVED that VDOT is directed to work with Hampton University by June 30, 2017 to develop a mutually agreeable memorandum outlining the terms should temporary access to University property be necessary.

BE IT FURTHER RESOLVED that the Virginia Department of Transportation continue to work with HRTPO, HRTAC, USACE, Navy, the Port of Virginia, and other parties to advance separate studies to identify appropriate access options around Craney Island to include I-564/I-664 Connectors, I-664/MMMBT and VA 164/164 Connector.

BE IT FURTHER RESOLVED that the Virginia Department of Transportation continue to work with HRTPO, HRTAC, USACE, and other parties to advance a separate study of the Bowers Hill Interchange at I-664 and I-264 in Chesapeake.

BE IT FURTHER RESOLVED that the resolution of this Board dated July 20, 2000, entitled *Location: I-64 Hampton Roads Third Crossing*, and approval of the 2000 Approved Alternative granted therein for the HRCS project are hereby rescinded.

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Commonwealth Transportation Board
Decision Brief
December 7, 2016

Revised Location Approval for the Hampton Roads Crossing Study
State Project Number: 0064-965-081, P101

Issue: The Virginia Department of Transportation (VDOT) seeks from the Commonwealth Transportation Board (CTB) (i) approval of proposed Alternative A as set forth in the Supplemental Environmental Impact Statement (SEIS) relating to the Hampton Roads Crossing Study (HRCS)/Project as the location for this project and (ii) rescission of the prior location approved by the CTB for the Hampton Roads Crossing in the July 20, 2000 resolution entitled: *Location: I-64 Hampton Roads Third Crossing*.

Facts: On July 20, 2000 the Commonwealth Transportation Board (CTB) approved Candidate Build Alternative 9 as the proposed location of the then “I-64 Hampton Roads Third Crossing” study/project. This alternative/location was then identified as the preferred alternative in the 2001 Federal Highway Administration Record of Decision for the project.

For various reasons, the alternative approved by the CTB in 2000 did not advance and in May of 2015, the Hampton Roads Crossing Study Supplemental Environmental Impact Statement (HRCS SEIS) was initiated to re-evaluate the Hampton Roads Crossing Study. The HRCS SEIS evaluates different alignments that address Interstate 64, Interstate 664, Interstate 564, VA State Route 164, and/or proposed new alignments. Estimated project costs range from \$3.3-\$12.5 billion.

The Department held Citizen Information Meetings in July and December 2015 and Location Public Hearings in September 2016 relating to the Draft SEIS and the different alignments under consideration in the Draft SEIS. Maps, drawings, and other location studies data were presented for public review at the meetings and citizen comments were received and reviewed. Comments received on the Draft SEIS will be responded to in the Final SEIS. The SEIS was approved by FHWA on July 25, 2016 and published for public review on August 5, 2016. The public comment period was open through September 19, 2016. The public was notified of these meetings and review opportunities through press releases, media advertisements, web site announcements, and mailings. Per state code, all properties within the study area corridors received mailings announcing the document availability and Location Public Hearings 30-days prior to the meetings.

Recommendation:

Based on the findings of the Draft SEIS and comments received during the public review, the Department recommends that Alternative A be approved as the location of this project. The recommendation is based on the following factors:

- Alternative A was unanimously endorsed by the Hampton Roads TPO and Hampton Roads Transportation Accountability Commission on October 20, 2016 as part of a larger package of projects;

- Alternative A has a cost estimate of \$3.3 billion. The Hampton Roads TPO Long Range Transportation Plan currently includes \$4.8 billion for the project;
- Alternative A has the least number of wetland impacts and does not result in any permanent interference with Army Corps of Engineers or Navy operations in the region;
- Alternative A will avoid permanent acquisition of property owned by Hampton University; and,
- All of the HRCS SEIS federal Cooperating Agencies either concurred or did not object to this alternative being recommended as the preferred alternative to the Commonwealth Transportation Board (CTB);
- USACE has concurred that Alternative A can be considered to be the preliminary Least Environmentally Damaging Practicable Alternative.

Action required by the CTB:

- Approve a Resolution accomplishing the following:
 - Adopt a location decision based upon the alternatives advanced in the SEIS.
 - Require VDOT to exclude from Alternative A any permanent acquisition of property from Hampton University and request the same be documented in FHWA's Record of Decision.
 - Authorize VDOT to continue working with other parties to advance separate studies to identify appropriate access options around Craney Island to include I-564/I-664 Connectors, I-664/MMMBT and VA 164/164 Connector.
 - Authorize VDOT to continue working with other parties to advance a separate study of the Bowers Hill Interchange at I-664/I-264 in Chesapeake.
 - Reserve the opportunity to endorse future managed lane concepts options should they be identified and if the appropriate analysis and financial plans are in place.
 - Rescind the prior location decision made on July 20, 2000.

Result, if Approved: VDOT will proceed with steps necessary for finalization of the SEIS.

Options: Approve, deny, or defer.

Public Comments/Reactions: CTB was briefed on public comments during its September 2016 and October 2016 workshops. Those presentations are available here: http://www.hamptonroadscrossingstudy.org/meetings/meeting_presentations.asp