



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

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Chairman

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*Agenda Item # 7*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**February 17, 2010**

#### **MOTION**

**Made By:Mr. Layne Seconded By:Mr. Dickens**

**Action: Motion Carried, Unanimously**

#### **Title: Location Approval for the Richmond/Hampton Roads Passenger Rail Project Tier I Draft Environmental Impact Statement- Preferred Alternative**

**WHEREAS**, on October 20, 1992 the U.S. Secretary of Transportation designated the Southeast High Speed Rail Corridor connecting Charlotte, NC, Richmond, VA, and Washington, DC and on December 14, 1995, the Federal Railroad Administration extended the Southeast corridor from Richmond to Hampton Roads; and,

**WHEREAS**, the Virginia Department of Rail and Public Transportation (DRPT) developed the Richmond/Hampton Roads Passenger Rail Project Tier I Draft Environmental Impact Statement in accordance with the National Environmental Policy Act (NEPA) and the draft document was approved for distribution and public comment by the Federal Railroad Administration on November 19, 2009; and,

**WHEREAS**, five alternatives were studied in the Richmond/Hampton Roads Passenger Rail Project Tier I Draft Environmental Impact Statement along two routes, extending from Main Street Station in the City of Richmond along I-64 via the CSX Transportation rail line on the Peninsula, and along Route 460 via the Norfolk Southern rail line on the Southside; and,

**WHEREAS**, in accordance with federal and state laws and policies, a public comment period was held from December 23, 2009, to February 11, 2010, and public hearings were held in the City of Richmond on January 26, 2010, in the City of Newport News on January 27, 2010, and in the City of Norfolk on January 28, 2010, for the purpose of seeking public input regarding the preferred alternative for the Richmond/Hampton Roads Passenger Rail Project; and,

**WHEREAS**, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements were duly recorded during a forty-five day public comment period; and,

**WHEREAS**, the overwhelming public response in the Study Area supports the development of high speed rail from Richmond to the Hampton Roads region with preference to Alternative 1 of the Richmond/Hampton Roads Passenger Rail Project; and,

**WHEREAS**, the Hampton Roads Transportation Planning Organization, the Tri-Cities Metropolitan Planning Organization, and the Richmond Area Metropolitan Planning Organization have endorsed Alternative 1 as the preferred alternative; and,

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

**WHEREAS**, the Final Environmental Impact Statement requires the identification of a preferred alternative before additional analysis is undertaken;

**NOW THEREFORE BE IT RESOLVED**, that for the purpose of identifying the preferred alternative, the Commonwealth Transportation Board endorses the candidate Build Alternative 1 with an incremental conventional to high-speed rail corridor development of up to a maximum operating speed of 90 miles per hour where practical and feasible, as presented at the public hearings and studied in the Tier I Draft Environmental Impact Statement.

**BE IT FURTHER RESOLVED**, that DRPT is hereby instructed to prepare the Final Environmental Impact Statement and transmit such findings related to the preferred alternative, Alternative 1, to the Federal Railroad Administration for review and consideration in their development of the federal Record of Decision.

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