



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 17, 2013

MOTION

Made By: Mr. Cole Seconded By: Mr. Layne Action: Motion Carried, Unanimously

Title: Location Approval for the Interstate 64 Peninsula Study

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board (CTB), Location Public Hearings were held at Bruton High School in Williamsburg, Virginia, on December 11, 2012; Fountain Plaza II in Newport News, Virginia on December 12, 2012; and, the Virginia Department of Transportation (VDOT) Central Office Auditorium on December 13, 2012 for the purpose of considering the proposed alternatives for the Interstate 64 Peninsula Study between Interstate 95 (Exit 190) and Interstate 664 (Exit 264) in the Counties of Henrico, James City, New Kent, and York, and the Cities of Richmond, Newport News (State Project 0064-M11-002, P101; UPC: 92212); and,

WHEREAS, initial Alternatives Development/Citizen Information Meetings were held at Fountain Plaza II in Newport News, Virginia on April 25, 2012 and Watkins Elementary School in Quinton, Virginia on April 26, 2012; and,

WHEREAS, the Interstate 64 Peninsula Study was documented in a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act of 1969, as amended, (NEPA) and approved by the Federal Highway Administration October 24, 2012; and,

WHEREAS, the alternatives retained for detailed analysis in the DEIS include a No-Build Alternative and five separate highway Build Alternatives, as follows:

- Alternative 1A: Adding general purpose lanes to the outside of the existing general purpose lanes
- Alternative 1B: Adding general purposes lanes in the median
- Alternative 2A: Adding general purpose lanes to the outside of the existing general purpose lanes and tolling all lanes
- Alternative 2B: Adding general purpose lanes to the median and tolling all lanes
- Alternative 3: Adding managed lanes to the median

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 alternatives as presented, and their statements being duly recorded; and,

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

WHEREAS, the CTB delayed action on this project to allow the Richmond Metropolitan Planning Organization (MPO) and Hampton Roads Transportation Planning Organization (TPO) to identify locally preferred alternatives; and,

WHEREAS, on April 4, 2013 the Richmond MPO passed a resolution identifying Alternative 1B in the DEIS as its locally preferred alternative, subject to conditions relating to right of way acquisition and design; and,

WHEREAS, at its March meeting, the Hampton Roads TPO staff proposed a draft resolution identifying Alternative 1A in the DEIS as its locally preferred alternative; however, no official action was taken, and the Hampton Roads TPO has deferred action until after its retreat in May; and,

WHEREAS, waiting until after the Hampton Roads TPO takes action on a locally preferred alternative would delay the CTB action on an alternative until the June CTB meeting at the earliest; and

WHEREAS, in order to keep the project development on schedule, the CTB believes that it should take action at this April meeting.

NOW, THEREFORE, BE IT RESOLVED that the Preferred Alternative for this project be approved as Alternative 1 (a combination of Alternatives 1A and 1B), general purpose widening with the option to widen to the outside or within the median to be determined on a segment-by-segment basis.

BE IT FURTHER RESOLVED that the future development of operationally independent segments within the study corridor be closely coordinated with the Richmond MPO, Hampton Roads TPO, and other State and Federal regulatory agencies as necessary.

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