



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
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*Agenda Item 20*

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

**January 15, 2020**

#### **MOTION**

**Made By: Dr. Smoot, Seconded By: Mr. Kasprovicz**  
**Action: Motion Carried, Unanimously**

#### **Title: Location Approval for the Martinsville Southern Connector Study**

**WHEREAS**, a Draft Environmental Impact Statement (Draft EIS) has been developed in accordance with the National Environmental Policy Act (NEPA) for the Martinsville Southern Connector Study (MSC); and

**WHEREAS**, funding for the MSC came from repurposed federal earmarks as the Commonwealth Transportation Board (CTB) was beginning the implementation of the SMART SCALE prioritization process; and

**WHEREAS**, it is unlikely a project resulting from the MSC would be funded under existing state funding programs; and

**WHEREAS**, based on the MSC's designation under One Federal Decision by the Federal Highway Administration (FHWA), it is the CTB's expectation that a project resulting from the MSC would be a priority project for FHWA administered federal funding in the future to the extent practicable; and

**WHEREAS**, in order to ensure all information to support permit applications is presented to the agencies and the public, the preferred alternative is to be identified in the Draft EIS; and

**WHEREAS**, VDOT held two Citizen Information Meetings on May 8, 2018 and January 23, 2019 for the purpose of sharing information and soliciting public input on the development of key components of the study for incorporation in the Draft EIS; and

**WHEREAS**, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, a Location Public Hearing was held in Henry County at Drewry Mason Elementary School on August 15, 2019 for the purpose of soliciting public input on the recommended preferred alternative (Alternative C); 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 September 24, 2019 the Henry County Board of Supervisors voted unanimously to endorse Alternative C as the Preferred Alternative along with a request to consider adjusting the route to align west of 3375 Joseph Martin Highway; and

**WHEREAS**, other letters of support have been received from the Cities of Roanoke and Martinsville; the Counties of Franklin and Roanoke; Martinsville Henry County Chamber of Commerce; West Piedmont Planning District Commission; Delegates Les Adams, Charles Poindexter, and Danny Marshall; and Senator William Stanley; and

**WHEREAS**, collaboration among VDOT, FHWA, the U.S. Army Corps of Engineers , and the U.S. Environmental Protection Agency resulted in the recommendation for Alternative C to be identified as the Preferred Alternative; and

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

**BE IT FURTHER RESOLVED** that VDOT is directed to further analyze Alternative C to evaluate whether adjustments can measurably reduce impacts to properties as requested by Henry County and still result in a permissible project.

**BE IT FURTHER RESOLVED** that the CTB's decision expires three years after the completion of the Final EIS unless any project resulting from the MSC is fully funded for construction by or before that date, at which point its decision will be rescinded or revised.

**BE IT FURTHER RESOLVED** that should the CTB's decision for a highway expire, the project website will be archived, including any mapping or identification of the preferred alternative, and shall be removed from any publically available information under the control of VDOT.

**BE IT FURTHER RESOLVED** that any further commitment of funding for project resulting from the MSC, whether federal or state, must be approved by the CTB prior to entering into that commitment.

**BE IT FURTHER RESOLVED** that VDOT is directed to review and recommend to the CTB whether location decisions issued by the CTB should remain valid for a period of three years from the completion of NEPA unless full funding for construction is secured.

**BE IT FURTHER RESOLVED** that VDOT, within 120 days, must review the applicable NEPA regulations and implementing guidance for establishing the Purpose and Need of a project to assess its consistency with the CTB's relevant policies pertaining to Purpose and Need for SMART SCALE and VTRANS.

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