

HANDOUT

Agenda Item 11: HRCS – SEIS: Technical Analysis and Discussion

Freight Transportation Advisory Committee (FTAC): Resolution of Support Regarding the HRCS SEIS Alternatives



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
FREIGHT TRANSPORTATION ADVISORY COMMITTEE
FTAC RESOLUTION 2016-01**

A RESOLUTION OF THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION REGARDING THE HRCS SEIS ALTERNATIVES.

WHEREAS, the Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA), is undertaking the preparation of a Supplemental Environmental Impact Statement (SEIS) for the Hampton Roads Crossing Study (HRCS); and

WHEREAS, the SEIS re-evaluates the findings of the Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD) that were approved by the FHWA in 2001; and

WHEREAS, the purpose of the HRCS SEIS is to relieve congestion at the 1-64 Hampton Roads Bridge-Tunnel (HRBT) in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the 1-64, 1-664, 1-564, and Route 164 corridors; and

WHEREAS, in 2014, the Hampton Roads Transportation Accountability Commission (HRTAC) identified the previously identified Preferred Alternative (CBA 9, aka Third Crossing; excluding the HRBT) in its list of priority projects and provided the proper funding for the study to be documented in the HRTPO Long Range Transportation Plan (LRTP), which prompted VDOT and FHWA to initiate the SEIS; and

WHEREAS, on January 12, 2016, FHWA, VDOT, and Federal cooperating agencies concurred on which alternatives would be retained for analysis in the Draft SEIS; and

WHEREAS, truck trips and regular vehicle trips generated and distributed to and from port terminals within Hampton Roads under the No Build alternative, that are distributed on water crossings account for approximately 8% of the trips, and

WHEREAS, as illustrated in the attachment, a large percentage of the freight traffic is destined from the Ports to and from the west and southwest; and

WHEREAS, as an advisory committee to the HRTPO Board, the HRTPO Freight Transportation Advisory Committee (FTAC) advises the HRTPO Board on regional freight transportation requirements, conducts public outreach activities that help HRTPO efforts to help raise awareness of the importance of freight transportation to the region's economy; and

WHEREAS, the FTAC recently completed the *Economic Assessment of Tolls on Freight Transportation in the Hampton Road Region* study of the Region's Freight gateways and intra-regional freight movement, which concluded that the cost of doing nothing was

significant in a No Build scenario and that it is better to build new capacity even with the consideration of tolls over doing nothing; and

WHEREAS, freight movement, from both day to day operations as well as business expansion opportunities contributes significantly to the region's economic vitality, and regional commerce is greatly improved by a reliable transportation network that is resilient and accommodates the physical requirements of freight and can provide alternative routes that are responsive to unplanned incidents.

NOW, THEREFORE, BE IT RESOLVED the FTAC advises that, given the significance of freight to the Hampton Roads economy, generating 530,800 jobs statewide, \$88.4 billion in spending, and representing 10.1% of the Commonwealth's GDP, Alternative A, which proposes adding a new two lane tunnel to the HRBT that will provide a total of six lanes, and adding two additional lanes to 1-64 in Norfolk that will provide a total of six lanes, does not adequately address the Purpose and Need relative to providing increased access to the Ports to enhance regional connectivity; and

BE IT FURTHER RESOLVED that Alternative C is not recommended because it does not make any improvements to the HRBT to address the Purpose and Need; and

BE IT FURTHER RESOLVED that Alternatives B, and D provide an additional harbor crossing that will improve regional connectivity, improved transportation reliability, resiliency, and emergency readiness; while improving freight movement; and

BE IT FURTHER RESOLVED the FTAC recommends the region carefully consider the sequence of construction of the proposed improvements as shown in the attached Operationally Independent Sections graphic to provide adequate capacity and a reliable network between the Southside and the Peninsula to minimize economic impacts during construction; and

BE IT FURTHER RESOLVED that based on the aforementioned freight generated traffic data and graphic, a large percentage of freight traffic from within and outside Hampton Roads is destined to and from the Ports and areas to the west/southwest of the region, and as such, Operationally Independent Segments VIII (Route 164 Connector), X (Route 164), and II (Route 1-664 from Route 164 to Bower's Hill) along with improvement to the Bower's Hill interchange support the Purpose and Need relative to regional freight related commerce within Hampton Roads.

APPROVED and ADOPTED by the HRTPO Freight Transportation Advisory Committee at its meeting on the 1st day of September, 2016.



Delegate Christopher P. Stolle
Co-Chairman
HRTPO Freight Transportation Advisory
Committee



Arthur W. Moye, Jr.
Co-Chairman
HRTPO Freight Transportation Advisory
Committee