



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2013-05**

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION REAFFIRMING THE HRMPO ACTION OF JULY 16, 1997 TO ENDORSE CONSTRUCTING TRANSPORTATION CORRIDOR 9 ("THIRD CROSSING") IN PHASES.

WHEREAS, the Hampton Roads Third Crossing Study was initiated in late 1993 to investigate methods of improving accessibility, mobility, and goods movement in the Hampton Roads metropolitan area to help relieve the congestion that occurs at the existing I-64 Hampton Roads Bridge-Tunnel;

WHEREAS, the benefits of a Third Crossing include:

- Reducing congestion in the Hampton Roads Bridge-Tunnel
- Addressing existing and future origin and destination patterns
- Improving total mobility across Hampton Roads
- Providing new access to Norfolk International Terminals and Naval Base
- Improving access to the Newport News Marine Terminal and Newport News Shipbuilding and Drydock Company
- Improving access to the Portsmouth Marine Terminal and Portsmouth Naval facilities
- Connecting to existing expressways on the Peninsula and Southside

WHEREAS, at its July 16, 1997 meeting, the Hampton Roads Metropolitan Planning Organization (MPO) recommended Transportation Corridor 9 ("Third Crossing") as the Locally Preferred Corridor;

WHEREAS, at its meeting on September 18, 1997, the Commonwealth Transportation Board (CTB) passed a resolution which expressed its good faith intent to facilitate and develop the Hampton Roads Transportation Crossing identified as Transportation Corridor 9 ("Third Crossing");

WHEREAS, at its meeting on July 20, 2000, the CTB voted to identify Candidate Build Alternative 9 ("Third Crossing") as the approved alternative;

WHEREAS, the Federal Highway Administration on March 1, 2001 approved the Final Environmental Impact Statement and identified Candidate Build Alternative 9 ("Third Crossing") as the Preferred Alternative;

WHEREAS, the Federal Highway Administration issued a Record of Decision on June 4, 2001;

WHEREAS, the Third Crossing was made up of independent segments and, as stated in the 2001 FEIS, can be constructed in phases;

WHEREAS, the Hampton Roads Bridge-Tunnel will require ongoing maintenance and enhancements to maximize its useful life and utility; and

WHEREAS, congestion pricing on the Hampton Roads Bridge-Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel could potentially reduce congestion in the short term and provide important data that would assist in making long term project decisions for the Hampton Roads region.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization reaffirms the HRMPO action of July 16, 1997 to endorse constructing Transportation Corridor 9 ("Third Crossing") in phases;

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization endorses the continued maintenance of the existing Hampton Roads Bridge-Tunnel lanes and tunnels; and

BE IT FINALLY RESOLVED that the Hampton Roads Transportation Planning Organization supports the study of the feasibility of congestion pricing on the Hampton Roads Bridge-Tunnel and the Monitor Merrimac Memorial Bridge-Tunnel.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 20th day of June, 2013.



Molly J. Ward
Chair
Hampton Roads Transportation
Planning Organization



Dwight L. Farmer
Executive Director/Secretary
Hampton Roads Transportation
Planning Organization