

AGENDA ITEM #15: 2034 LRTP AMENDMENT AND FY 2012-2015 TIP AMENDMENT: I-64 PENINSULA WIDENING

SUBJECT:

Steps leading to amending the 2034 LRTP and the FY 2012-2015 TIP to include segments 2 and 3 of the I-64 Peninsula Widening project and the I-64/Fort Eustis Boulevard Interchange Improvement project.

BACKGROUND:

Improving the capacity of I-64 on the Peninsula has long been a goal in Hampton Roads. The 2034 Long-Range Transportation Plan (LRTP) included a project for widening I-64 from Jefferson Avenue (Exit 255) to Fort Eustis Boulevard (Exit 250) (Segment 1) and listed the section from Fort Eustis Boulevard to Route 199 (Exit 242) (Segment 2) and the I-64/Fort Eustis Boulevard Interchange Improvement as unfunded projects recommended for future consideration. The HRTPO and VDOT discussed possible interim capacity improvements for this section of I-64, and in July 2013, the HRTPO FY 2012-2015 Transportation Improvement Program (TIP) was amended at VDOT's request to add a \$100 million project for capacity improvements on I-64 from Jefferson Avenue (Exit 255) to Humelsine Parkway, Route 199 (Exit 242). At that time, VDOT staff believed the \$100 million would fully fund Segment 1 and fund a portion of Segment 2, but more recent cost estimates have shown that only Segment 1 will be fully funded.

Final Environmental Impact Statement

The Federal Highway Administration (FHWA) and VDOT have completed the Final Environmental Impact Statement (FEIS), dated December 2013, for the *Interstate 64 Peninsula Study*. The FEIS covers a 75-mile long section of I-64 from I-664 in Hampton to I-95 in Richmond. The Preferred Alternative in the FEIS involves adding general purpose lanes to the I-64 mainline to achieve a Level of Service (LOS) of C or better in the design year of 2040. This alternative allows the option to widen to the outside of the existing corridor or within the median of the existing road corridor and is designed to keep the proposed improvements within the existing right of way to the greatest extent possible. The FEIS notes that funding is not presently identified in the current applicable transportation plans to fully implement the Preferred Alternative, and that VDOT and FHWA plan to implement the Preferred Alternative in phases.

The FEIS includes the following *Future Decision-Making Process*:

- **HRTPO Actions on the LRTP and TIP**

Federal regulations require that a project located in a Metropolitan Planning Area (MPA) and/or in a Clean Air Act (CAA) nonattainment or maintenance area be contained in a conforming, fiscally-constrained LRTP. The FEIS states that "with the identification of reasonably available funding for an operationally independent section, the section can be added to the LRTP to meet the fiscal constraint requirements and can then be included in a regional transportation conformity analysis. Once the air quality conformity effort is complete, the TIP/STIP can be updated. At that point, FHWA can issue a Record of Decision (ROD) provided that the appropriate NEPA studies and documentation have been updated."

- **Funding** – According to the FEIS, the implementation of the Preferred Alternative “will occur via the construction of operationally independent sections as funding is identified.” It is possible that the full number of lanes associated with the Preferred Alternative for a particular operationally independent section may not be constructed initially. As each “operationally independent section is advanced, the environmental analysis in the FEIS will be updated as necessary and, provided that the section has met the transportation planning and air quality requirements, FHWA will issue a ROD for that section.”

The FEIS and all supporting documentation may be accessed at:

http://www.virginiadot.org/projects/hamptonroads/i-64_peninsula_study.asp.

HRTPO Staff Recommendation

According to the FEIS: “Currently, the portion of I-64 identified in the Hampton Roads Transportation Planning Organization resolution is proposed to become the first section to be advanced from this study.” The HRTPO resolution referenced in the FEIS endorsed the expansion of the operationally independent section of I-64 from Exit 255 (Jefferson Avenue) to Exit 242 (Humelsine Parkway) to six lanes. That section encompasses Segments 1 and 2 of the I-64 Peninsula Widening project. As previously stated, Segment 1 has been included in the 2034 LRTP and Segments 1 and 2 have been included in the FY 2012-2015 TIP with an allocation of \$100 million, but more recent VDOT estimates indicate the current funding will only cover Segment 1.

The following table shows the cost estimates and recommended funding for Segments 2 and 3 and the Fort Eustis Boulevard Interchange portion of I-64 Peninsula project from an October 17, 2013 presentation to the HRTPO Board on Hampton Roads Transportation Fund (HRTF) Candidate Projects:

(\$ Millions)

Project	YOE Cost ¹	Funding Sources	
		HRTF	State & NH ²
Segment 2: Fort Eustis Blvd to Route 199 (Exit 242)	\$160	\$16	\$144
Fort Eustis Blvd Interchange	\$150	\$15	\$135
Segment 3: Route 199 (Exit 242) to Route 199 (Exit 234)	\$90	\$9	\$81
Totals	\$400	\$40	\$360

¹ YOE = Year of Expenditure

² NH = National Highway Performance Program

HRTPO staff recommends HRTPO Board approval of the proposed funding plan for Segments 2 and 3 and the Fort Eustis Boulevard Interchange as shown in the table above. In addition, HRTPO staff recommends HRTPO Board approval of amendments to the 2034 LRTP and the FY 2012-2015 TIP to include the projects shown in the table. In anticipation of Board approval, this information has been made available for public review and comment. The public review period began on December 30, 2013 and runs through January 13, 2014.

Dr. Camelia Ravanbakht will brief the TTAC on this item.

RECOMMENDED ACTIONS:

Recommend HRTPO Board approval of:

- The proposed funding plan for Segments 2 and 3 and the Fort Eustis Boulevard Interchange
- Amendment of the 2034 LRTP to:
 - Add Segments 2 and 3 as fully funded projects
 - Add the I-64/Fort Eustis Boulevard Interchange as a fully funded project
- Amendment of the FY 2012-2015 TIP to:
 - Add funding for Segment 2 to project UPC 104905, the description and scope of which already encompasses Segments 1 and 2
 - Add Segment 3
 - Add the I-64/Fort Eustis Boulevard Interchange