

**AGENDA ITEM #13: FOR YOUR INFORMATION**

**A. TRAFFIX SUBCOMMITTEE MINUTES**

The minutes from the March 2, 2022 meeting of the TRAFFIX Subcommittee (TS) are attached.

Attachment 13A

**B. BOWERS HILL INTERCHANGE STUDY WORKING GROUP MINUTES**

The minutes from the March 25, 2022 meeting of the Bowers Hill Interchange Study (BHIS) Working Group are attached.

Attachment 13B

**C. JOINT REGIONAL CONNECTORS STUDY POLICY AND WORKING GROUP MINUTES**

The minutes from the April 26, 2022 meeting of the Joint Regional Connectors Study Policy and Working Group meeting are attached.

Attachment 13C

## **Bowers Hill Interchange Study Working Group Minutes – March 25, 2022**

The meeting was hosted virtually via Webex.

### Attendance:

Debbie Mangiaracina – Norfolk

Carl Jackson – Portsmouth

Robert Lewis – Suffolk

Scott Smizik – VDOT

Andrew Pike - VDOT

Eric Stringfield – VDOT

Pavithra Parthasarathi – HRTPO

Rob Case – HRTPO

Keith Nichols – HRTPO

The meeting started at 9:35 am. Mr. Lewis chaired the meeting.

- Item 2 – Approval of Agenda
  - The agenda was approved by consensus.
  
- Item 3 – Approval of Minutes
  - The minutes of the January 28, 2022 meeting were approved by consensus.
  
- Item 4 – General Study Update and Item 5 – Next Steps
  - Mr. Pike started the presentation by giving a status update on the study. He noted that VDOT provided briefings on the study to the HRTPO Board, Transportation Technical Advisory Committee (TTAC), and Freight Transportation Advisory Committee (FTAC) during the month of November.
  - Mr. Pike highlighted recent study activities. These include:
    - Based on feedback from FHWA, VDOT was able to reduce potential property impacts to three multi-family housing units in Environmental Justice (EJ) Census block groups.
    - FHWA issued the Notice of Intent (NOI) for the EIS on February 18.
    - The public comment period ended March 21. VDOT has reviewed all of the comments and no comments impact their recommended preferred alternative.
  - Mr. Pike revisited the Purpose and Need for the study. The Purpose and Need of the Bowers Hill Interchange Improvements Study is to reduce current congestion, improve travel reliability, and provide additional travel choice on I-664 from and including the Bowers Hill Interchange to College Drive.
  - Mr. Pike also revisited the Range of Alternatives that are considered in the EIS. He added that there were three alternatives retained for detailed study:
    - No Build

- Alternative C: Add one managed lane and a part-time drivable shoulder in each direction, including improvements to the Bowers Hill Interchange
  - Alternative D: Add two managed lanes in each direction, including improvements to the Bowers Hill Interchange
- Mr. Pike highlighted the consideration of rail in the study. VDOT determined that neither a single nor double rail track could fit in the existing median of sections of I-664 where rail doesn't currently exist.
- Mr. Pike presented a summary of preliminary study findings. He highlighted the change in the number of residential relocations. The previous analysis had a higher number of impacts to residential relocations; the updated analysis decreased the impacts from 91 to 21 for Alternative C and 95 to 23 for Alternative D.
- Mr. Pike noted that VDOT's Recommended Preferred Alternative is Alternative C: Add 1 managed lane and a part-time drivable shoulder in each direction on I-664. Alternative C was chosen because it best provides benefits and efficiencies to meet the Purpose and Need and aligns with the Hampton Roads Express Lane Network under construction as part of the I-64 Southside/High Rise Bridge Project. Mr. Pike added that Alternative C also has fewer impacts than Alternative D.
- Mr. Pike highlighted next steps. He noted that the public review period opens today, and that there will be a virtual meeting on April 26 and an in-person public meeting on April 27. He added that study materials are available at <http://vdotmeeting.com/bowershill>, including videos, meeting handouts, an online mapping tool, and a form to submit comments.
- Mr. Pike wrapped up his presentation by noting that VDOT will request concurrence on the Recommended Preferred Alternative from the U.S. Army Corps of Engineers and Environmental Protection Agency on May 11, and anticipates that the HRTPO Board will endorse the Recommended Preferred Alternative on May 19.
- Mr. Jackson noted the impressive reduction in EJ impacts. He asked if there was a map showing the remaining residential impacts. Mr. Pike replied that there is a map showing these impacts with the limits of disturbance at [vdotmeeting.com/bowershill](http://vdotmeeting.com/bowershill). He added that the map and roll plans will also be available at the public meeting.
- Ms. Parthasarathi asked what the Port thought about the median rail analysis. Mr. Pike responded that they coordinated with the Port on this. He added that the recommended improvements will not preclude double tracking in the area that already has rail in the median. Widening would only occur in the median in those areas where rail is not currently in the median. The Port did not object to VDOT's recommendation. Mr. Smizik added that extending rail further than the current section is not feasible, and other studies have looked at other alternatives for rail connections.
- Mr. Lewis noted that the original Bowers Hill study looked at improvements to the actual Bowers Hill interchange. He asked if this EIS does as well. Mr. Pike responded that VDOT will not be completing Interchange Access Reports (IARs) as part of this NEPA process for any of the interchanges. VDOT is only considering conservative limits of disturbance for each interchange. Design improvements to interchanges will be considered at a later date as part of an IAR.

- Item 6 – Old/New Business
  - No old/new business was brought before the committee.

The meeting adjourned at 10:00 am.