

**Policy Committee Meeting Minutes
May 21, 2018**

<http://www.fampo.gwregion.org/committees/policy-committee/>

Members Present:

Mr. Matt Kelly, Second Vice-Chair, City of Fredericksburg
Mr. Tim Baroody, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Ms. Nancy Long, Caroline County (Non-Voting Member)
Mr. Greg Benton, Spotsylvania County
Mr. Kevin Marshall, Spotsylvania County
Mr. David Ross, Spotsylvania County
Ms. Meg Boehmke, Stafford County
Ms. Cindy Shelton, Stafford County
Ms. Jennifer DeBruhl, Department of Rail and Transportation (DRPT)
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Ms. Marcie Parker, Virginia Department of Transportation (VDOT)
Mr. Hap Connors, Commonwealth Transportation Board (CTB)
Mr. Dave Swan, Citizens Transportation Advisory Commission (CTAC)

Others Present:

Ms. Susan Gardner, Virginia Department of Transportation (VDOT)
Mr. Stephen Haynes, VDOT
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)
Mr. Rupert Farley, Citizens Transportation Advisory Commission (CTAC)
Mr. Robert D'Abadie, Michael Baker International
Mr. Paul Prideaux, Michael Baker International
Mr. Ram Jagannathan, ATCS PLC
Mr. Scott Shenk, Free Lance Star
Ms. Marion Panches, Citizen

Staff Members Present:

Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Ms. Kari Barber, FAMPO
Mr. Colin Cate, FAMPO
Mr. Tim Ware, GWRC
Ms. Linda Millsaps, GWRC (New Director as of July 1st)
Ms. Diana Utz, GWRC
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

Second Vice-Chair, Mr. Kelly called the meeting to order at 7:22 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Ms. Bohmke and seconded by Mr. Withers, with all concurring, the FAMPO Policy agenda for the May 21st meeting was accepted as submitted.

PUBLIC INVOLVEMENT

None

PUBLIC HEARING

(Comments and questions from members of the public concerning the Draft 2019 Unified Planning Work Program (UPWP))

Ms. Donley advised that to date, no comments have been received from the public regarding the FY2019 UPWP. Mr. Kelly opened the public hearing for comments at the May 21st meeting. No comments were made, and the public hearing was then closed.

SECOND VICE-CHAIRMAN'S COMMENTS

Mr. Kelly introduced Ms. Linda Millsaps to the Policy Committee as GWRC's new Executive Director who will be replacing Mr. Ware as he retires June 30th. Mr. Kelly stated Ms. Millsaps comes to GWRC from Raleigh, North Carolina and will be on staff by mid-June.

CONSENT AGENDA

- a.) Approval of Policy Committee Meeting Minutes of April 16, 2018 – Mr. Paul Agnello
- b.) Approval of Resolution No. 18-28, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Adjust Various Department of Rail & Public Transportation (DRPT) Grants – Mr. Nick Quint
- c.) Approval of Resolution No. 18-29, Appointment Bobby Anderson as an At-Large Member to the Citizens Transportation Advisory Committee (CTAC) – Mr. Nick Quint
- d.) Approval of Resolution No. 18-30, Amending the Fiscal Years 2018-2021 Transportation Improvement Program to Add UPC #110913 – Mr. Paul Agnello
- e.) Approval of Resolution No. 18-31, Amending the Fiscal Years 2018-2021 Transportation Improvement Program to Add UPC #110932 – Mr. Paul Agnello

Upon motion by Mr. Steigerwald and seconded by Mr. Withers, and all others concurring, the Consent Agenda for the May 21st meeting was approved as submitted.

ACTION ITEMS/DISCUSSION ITEMS

- a.) Approval of Resolution No. 18-32, Endorsing the Fiscal Year 2018-2021 Transportation Improvement Program and 2045 Fiscally Constrained Long Range Plan Project List for Air Quality Conformity Analysis – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 18-32 is endorsing FY2018-2021 Transportation Improvement Program (TIP) and FY2045 Fiscally Constrained Long Range Plan Project List for Air Quality Conformity

Analysis and approving the Technical Advisory Committee to draft the Conformity Report for public comment on behalf of the FAMPO Policy Committee.

Upon motion by Ms. Bohmke and seconded by Mr. Ross, with all concurring, Resolution No. 18-32 was adopted by the Policy Committee at the May 21st meeting.

b.) Approval of Resolution No. 18-27, Adopting the 2019 Unified Planning Work Program (UPWP) – Mr. Paul Agnello

Mr. Agnello advised Resolution No. 18-27 is asking for endorsement of the FY2019 Unified Planning Work Program (UPWP). Mr. Agnello stated the public comment period has been held and ended on May 18th. Mr. Agnello advised no comments were received.

Upon motion by Ms. Bohmke and seconded by Mr. Steigerwald, with all concurring, Resolution No. 18-27 was adopted by the Policy Committee at the May 21st meeting.

c.) Transit Funding & Reforms – Ms. Jennifer DeBruhl, Department of Rail & Public Transportation (DRPT)

Ms. DeBruhl advised she was making presentation tonight on the restructured funding allocations for DRPT that were approved by the 2018 General Assembly. Ms. DeBruhl stated 80% of DRPT's funding is allocated to State of Good Repair projects. Ms. DeBruhl advised that \$154m is allocated annually to WMATA.

Ms. DeBruhl advised the mass transit fund restructured funding for the following categories:

- Statewide Operating – 31%
- Statewide Capital – 12.5%
- WMATA Operating/Capital – 53.5% (4 year average dedicated with no more or no less)
- Special Projects – 3% (includes TDM, experimental transit, operation studies & technical assistance)

Ms. DeBruhl advised the re-structuring by the General Assembly does not address the state-wide revenue loss by the re-authorization of bonds beginning in FY2019. Ms. DeBruhl stated that also a one-time \$50m re-authorization for federal PRIIA match for WMATA was approved. Ms. DeBruhl stated that as a lot of projects are now being funded through the Smart Scale process, this funding source is expected to be impacted as well by FY2020. Ms. DeBruhl stated the re-structuring will impact all transit agencies and the mass transit funding allocations.

Ms. DeBruhl stated that WMATA is exempt from the re-structuring process and DRPT is working to develop the plan by July 1st, 2019. Ms. DeBruhl stated a draft plan is to be submitted by the fall of 2018.

Ms. DeBruhl stated the recommended prioritization principles resulted in three issues for the packet reform. The first piece focuses on the recommended prioritization principles and is as follows:

- Program Priorities (ultimately a CTB decision on which projects are priorities); however, DRPT is working to reduce back log and to maintain state of good repair projects
- Match Rate previously was 34% & 17% - now 1 set rate of 68% will be implemented
- Program Structure separates funding for state of good repair, minor enhancement and major expansion projects
- Transparency – explain what is funded, how/why it is funded, etc.

Ms. DeBruhl stated the second piece is the Statewide Transit Operating funds allocations and the following are in place:

- Effective July 2019 100% of statewide operating funds will be allocated on the basis of service delivery factors and made available for public comment at least one year before application is submitted
- Current factors – projects are going to be assessed on performance factors and allocated for passengers per revenue hour; per revenue mile; & the net cost per passenger and General Assembly is going to have 100% allocations based on performance and service delivery factors

Ms. DeBruhl stated the third piece deals with the urban transit agencies and their respective strategic plans. Ms. DeBruhl advised that strategic plans for transit agencies with 20+ bus fleet that serve urbanized areas of 50,000+ in population will be required every 5 years (Ms. DeBruhl advised FRED would need to comply with these regulations).

Ms. DeBruhl advised the urban transit agency guidelines are required to assess state of good repair needs; review performance levels of fixed route bus services; evaluate opportunities to improve the overall operating efficiency of the transit network; to examine and identify opportunities to share services where multiple transit provider services overlap; & to examine opportunities to improve service in the underserved and urban areas. Ms. DeBruhl stated the new plans are applicable to 16 transit agencies & 2 pilot programs state-wide and plans need to be implemented by July of 2019.

Ms. DeBruhl stated the plan changes are designed to not delete existing services but to expand and enhance more services and have all agencies operating on a level playing field.

d.) US 301/Rt. 207 Study Presentation – Mr. Paul Prideaux, Michael Baker International

Mr. Prideaux stated that Baker was hired by VDOT to conduct a corridor study of the Rt. 301/207 corridor to determine if the VDOT Arterial Preservation Program would be effective along this 42-mile corridor. Mr. Prideaux stated this study did not include the town of Port Royal as this site needed its own study that would be specific to the town setting. Ms. Long asked when the Port Royal study would be completed, and Ms. Parker stated the summer of 2019 is the targeted date for completion.

Mr. Prideaux advised that VDOT identified key arterials across the state that could have minor improvements made at cross-overs & medians that are cost effective improvements and data shows safety factors are greatly enhanced.

Mr. Prideaux stated that over the course of time with increased populations, Virginia's arterial roads are now becoming "main streets" for the growth in local areas. Mr. Prideaux stated that placing direct access and traffic signals at every business or residential development has added to the increased congestion occurring on the primary roads.

Mr. Prideaux relayed these roads serve the local economy and tax revenues; however, over time at the expense of safety, capacity and mobility, they affect the movement of people and goods across the state.

Mr. Prideaux asked why this matters. In preparing for future traffic and economic developments Arterial Preservation programs reduce the need for expensive and disruptive "retrofit" projects. Due to the widening from 2 to 4 lanes on the Harry Nice Memorial Bridge in Maryland (which is a project already underway), & with the additional commercial and residential developments planned along this corridor, the additional traffic likely to use the Rt. 301/207 corridor instead of using Route 1 or I-95 is expected to double by FY2030.

Mr. Prideaux stated access management involves the location, spacing & design of driveways, medians, median openings & traffic signals. Mr. Prideaux stated the guiding principles are the number of conflict points are limited or reduced and are looked at from a network perspective. Mr. Prideaux stated separation of conflict points reduces the number of median openings; improves driveway designs; & consolidates driveways to reduce frequency.

Mr. Prideaux stated utilization of innovative intersections improve safety, reduce delays & increases efficiency and are just different styles and logic of improving traffic flow. Mr. Prideaux stated data has shown that the use of innovative intersections can reduce delays and crashes by as much as 50%.

Mr. Prideaux advised the project stakeholder working group has consisted of representatives from the following entities: Caroline & King George Counties; Towns of Bowling Green & Port Royal; FAMPO, VDOT, & the Department of Defense (Dahlgren Naval Base & Ft. AP Hill Army base).

Mr. Prideaux stated the stakeholders identified key challenges along the corridor study that included: safety concerns (lack of adequate shoulders & poor sight distances in certain locations); operational challenges (high number of crossovers & new signals; weekend congestion near Nice Bridge; & weekday congestion near Dahlgren & AP Hill; & future traffic growth that expects current daily traffic counts from 8,000 to 26,000 to double by 2030.

Mr. Prideaux advised that on the 42-mile corridor from Rt. 301 to Rt. 207, there currently are 81 median crossovers and 37 intersections. Mr. Prideaux stated Baker studied all 81 crossovers and all 37 intersections and recommendations were prepared for each site and are available for review on the VDOT webpage.

Mr. Prideaux stated that public meetings have been held in both the counties of Caroline and King George and updates have been posted to the VDOT website. Mr. Prideaux stated that all ideas for new & improved innovative intersection designs are studied and recommendations provided; however, to date, no funding has been allocated. Now, the study is serving as a master plan for VDOT and the localities.

Mr. Prideaux stated Baker will finalize the study report and update the project webpage by May 31st. Mr. Prideaux relayed Baker will continue to work with county/town officials to guide them in implementing solutions; to identify priorities; to seek funding; etc.

e.) FAMPO Intelligent Transportation Systems (ITS) Study Parking Management/Travel Information – Mr. Rob Dabadie, Michael Baker International

Mr. Agnello advised ITS is conducting a FAMPO study on smaller and lower cost projects that will enhance technology capabilities and help a Smart Scale project be scored better within the Smart Scale application process. Mr. Agnello advised Mr. Dabadie with Michael Baker International will give a presentation on the study results.

Mr. Dabadie advised the project goals are to develop an engaging supplement for Smart Scale applications that would leverage innovative technologies within the realm of “smart parking” thinking at non-VRE park and ride lots along the I-95 corridor. Mr. Dabadie stated this will reduce motorist dissatisfactions with a lack of real-time parking availability information and will better utilize the parking capacities at the park & ride lots along I-95.

Mr. Debadie stated the challenges with this concept is that in the 6-year timeframe for the Smart Scale application period mobility and technology will continue to change and improve; the traffic on the corridor will continue to increase; & various messaging applications will all impacts to park & ride lot utilizations.

Mr. Debadie stated that some of the evolving mobility ideas and concepts include the following thought items: can a self-driving car park themselves; would they take up less parking space; will self-driving vehicles or “rideshare” services (uber, etc) support the first/last mile connection points to transit and shared rides; will apps/services emerge that will list all options and costs to a traveler in a timely manner for one to pick the best option; and what impact will alternative vehicle ownership models have. Mr. Debadie stated the study results show that not 1 single application will be implemented but instead of a sea of different applications could become available.

Mr. Debadie stated that regardless of what a region does or does not do, the real time parking availability technology is needed regardless of how the mobility will evolve. Mr. Debadie stated fixed infrastructure is assumed to become less of an obstacle and cost.

Mr. Debadie stated the study results and recommendations suggest that a vision-based camera system and real-time satellite imagery be considered for the region.

Mr. Debadie stated that parking recommendations for the FAMPO region for inclusion into a Smart Scale project application are that FAMPO wants to provide a better customer experience by eliminating some of the uncertainty involved with parking now at its non-VRE lots for both new and existing lots. Mr. Debadie stated it is likely that FAMPO may have implemented low-cost count-based systems at some of the existing lots within 6 years and this application would supplant their functionality. Mr. Debadie relayed FAMPO would tender an RFP for a complete turn-key parking monitoring solution that would include real-time, individual space availability & in-vehicle guidance. Mr. Debadie stated that once a system is implemented, the cost to operate and maintain covers all expenses for as little as \$8.00 a month. Mr. Debadie stated this same type of system could work on vanpools. If a seat goes empty due to someone slugging or working overtime, etc. the same technology could be utilized advising commuters of vacant seats, etc. Mr. Debadie stated this technology enhancements meet the multi-modal TDM components of the region’s plans.

f.) GWRC and FAMPO Smart Scale Candidate Projects – Mr. Paul Agnello

Mr. Agnello advised the Round 3 Smart Scale funding allocations will be \$850m (\$425m designated to the Statewide High priority funding category & \$425m designated to the District Grant program). Mr. Agnello stated the Fredericksburg District is expected to receive \$29m that will be utilized not just for FAMPO but for the entire Fredericksburg VDOT district. Mr. Agnello stated that in Round 2 of the Smart Scale processes, approximately \$9b in project funding requests were competing for approximately \$1b in total available funding. Mr. Agnello stated that in Round 3, the funding will be less and the projects & competition is expected to be higher state-wide.

i. Approval of Resolution No. 18-33, Authorizing Support for GWRC & FAMPO Smart Scale Applications

Mr. Agnello advised the 4 FAMPO regional Smart Scale projects to be submitted for consideration are:

- I-95 SB widening to 4 lanes from mpt 128.7 to Exit 126 & off-ramp improvements at Exit 126
- Exit 126 STARS study improvements
- I-95 improvements from Exit 130 to 126 with widening in both directions and a 4th lane sb; Exit 126 STARS improvements; & 4th lane nb
- Exit 136 ramp and Enon Road intersection improvements

Mr. Agnello advised that GWRC approved the 4 projects to be submitted from GWRC earlier tonight that the GWRC meeting and these projects are as follows:

- US 17 Business STARS study improvements & Rt. 17 east Park & Ride lot
- Route 3 STARS study & Route 3 eb ramp improvements
- Route 3 STARS study & Route 3 eb ram improvements & Gateway Boulevard extension
- SE Stafford County new park & ride lot

Upon motion by Ms. Bohmke and seconded by Mr. Withers, with all concurring, Resolution No. 18-33 approving FAMPO Smart Scale projects was adopted by the Policy Committee at the May 21st meeting.

ii. Tentative Smart Scale Project Submission from FAMPO/GWRC Members

Mr. Agnello advised that project submissions can be submitted for preliminary application approval by June 1st and final application deadline date is August 1st. New projects that are not submitted by June 1st cannot be submitted for consideration in the August 1st deadline date.

Mr. Kelly stated it seems the region is forced into no longer picking the project that has the greatest need and provides the most benefit but instead we are being forced to select projects that are lower cost and do provide benefit but knowing the applications received are higher and the funding is lower that larger and more expensive projects are really not being considered.

iii. Regional Smart Scale Workshop Meeting Minutes of May 7, 2018

Mr. Agnello advised FAMPO hosted a regional Smart Scale forum workshop on May 14th and there was regional consent on the projects to be submitted. Mr. Agnello stated that minutes from that workshop are included in tonight's agenda packet.

b.) I-95 Phase 2 Highway Draft Results – Mr. Paul Agnello & Mr. Paul Prideaux

Mr. Agnello advised the Phase II Highway Study is one FAMPO has had Baker International compile and no action is needed tonight from the Board. Mr. Agnello stated some funding changes have been received since the last meeting and highlights/status will be given tonight. Ms. Shelton asked if staff would forward her a copy of the Phase I Highway Study and Mr. Agnello advised they would. Mr. Ross also asked if the Board could receive copies of the modeling data that was utilized and the process on how cost estimates were determined. Mr. Agnello advised staff would forward this information as well to all Board members.

Mr. Prideaux stated three criteria have been reviewed and tested in April and May. Mr. Prideaux advised the following 3 items have been addressed:

1. Review of traffic forecasts and operational analysis that tested operational performance with inclusion of and/or improvements to the 4 potential new/improved interchanges at Exits 131, 128, 126 and 124 – choke points were identified at each site and other unexpected consequences to the I-95 corridor and neighboring interchanges were tested
2. Further study of effects of new/modified interstate access near mileposts at 131, 128, 126 and 124 in terms of what the good things are on impacts to local transportation
3. Conversion benefits of cost and time savings of the proposed new/improved I-95 corridor to allow for comparison dollars for planning level construction and right-of-way costs

Mr. Prideaux stated the operational testing results showed the following findings:

- Even if the Rappahannock River Crossing projects were not built, data showed a 4th lane nb and sb on I-95 between Exits 126 and 130 are a pre-requisite and are improvements that will be needed by 2030
- Also needed and pre-requisite that would be needed by 2030 is a 5th lane sb deceleration lane for I-95 off-ramp to Exit 126

**Mr. Prideaux stated that if items 1 & 2 are included, then all four proposed interchange sites can be installed without adverse impacts being made to adjacent road segments or interchanges on the I-95 corridor.

- New concept – a 2-lane CD section would be needed at Exit 126 to handle the future traffic demands – this concept relates to the previously discussed Super Ramp scenario – previously the nb CD lane was proposed as needing 1 additional lane; however, study analysis shows by 2045 it would need to be 2 lanes and not 1 lane
- Exit 128 (Harrison Road) – data showed that vehicles can connect to both CD lanes and General Purpose lanes
- Exit 131 (Central Park/Rest Area) – data showed that vehicles can connect to both CD lanes and General Purpose lanes

Mr. Prideaux advised the study team re-tested 4 new or modified I-95 access scenarios by utilizing the regional travel demand model. Mr. Prideaux stated the recent testing made the assumption that both a 4th lane would be built and the Rappahannock River Crossing projects are in place.

The recommended interchange sites are as follows:

- new/full access point near milepost 131 (Central Park/Rest Area)
- new/full access point near milepost 128 (Harrison Road)
- improved access at existing Exit 126 (Massaponax)
- new/full access point near milepost 124 (Jackson Village)

Mr. Prideaux stated the testing completed on all four interchange access points included the no-build network assumptions for comparison of new access scenarios to include the following:

- I-95 SB River Crossing project
- I-95 NB River Crossing project
- new 4th lane sb/nb on I-95 between Exits 126 & 130

Mr. Prideaux stated the study data tested each proposed improvement on the I-95 corridor with access, change in congestion levels and average traffic delays. Mr. Prideaux stated testing was completed for VMT travel counts/impacts and Vehicular hours of delay. Mr. Prideaux advised for each proposed improvement on the I-95 corridor that access, change in delay and average speeds were computed for individual adjacent roadways. Mr. Prideaux stated that degrees in levels of improvements at each of the 4 sites were tested on both change in delay of vehicular hours and daily average speeds at miles per hour.

Mr. Prideaux stated the current test data shows that Route 3 experiences the most delays over the corridor so any alternative that benefits Route 3 will yield the greatest decrease in delays. Mr. Prideaux stated that some alternatives that will draw traffic to I-95 also tend to increase traffic delays and then result in a lower reduction in total delay over the I-95 corridor. Except for I-95 in the Exit 126 alternative, Mr. Prideaux stated that data showed speeds generally stay the same or improve on the other key roadways.

Mr. Prideaux advised the study team is now converting benefits of time saved for each of the proposed new or improved 4 sites to cost dollars for comparison with planning level construction and right-of-way costs.

Mr. Prideaux stated this study is not designed to be used as a Cost Benefit analysis study but does factor in economic development issues.

Mr. Prideaux stated the study team developed a benefit/cost (BC) methodology quotient summary. Mr. Prideaux advised “delay” is defined as the difference between the congested travel time and the free-flow travel time within the study area.

Mr. Prideaux advised the forecasted reduction in daily traffic delays for each of the 4 sites was converted to equivalent dollars that considered the following items:

- Number of weekdays & weekends per year
- Value of time for workdays & weekends
- Consumer price index
- 30-year infrastructure lifespans
- Regular background traffic growth

Mr. Prideaux stated the study team used various assumptions by implied dollar values by cost traffic savings. Mr. Prideaux relayed the costs were developed with VDOT and other sources. Mr. Prideaux stated the ratio between benefit and cost is again not a comprehensive Benefit/Cost analysis but instead is used for determining relative quotients between the items identified above.

Mr. Prideaux stated the benefit/cost quotient inputs resulted in 3 steps:

1. relative daily travel delay savings in hours was used for delays equaling time
2. delay savings was expressed as \$M over 30 years and converted savings to dollars
3. opinion of cost with 2025 dollars (millions) – results showed a lot can be saved in time delays by improving and/or construction new interstate access points; however, in order receive the maximum savings in travel delays, the region will have to pay a lot for the ultimate desire to reduce traffic congestion throughout the region

Ms. Bohmke asked if staff would forward information on what assumptions have been used in the testing process. Mr. Ross stated the study presented several months ago clearly showed that Exit 128 at Harrison Road was the one that would provide the most traffic congestion options throughout the region. The new data presented tonight shows the new access at Exit 131 (Central Park/Rest Area) provides the most benefit. Mr. Ross asked for clarification on how the study data changed.

Mr. Prideaux stated the new and additional testing results show that even though the new interchange at Exit 131 did not necessarily provide the most regional benefits; however, did relieve congestion and made improvements to the I-95 corridor at a much more reduced cost than the new interchange considered at Harrison Road. Mr. Ross asked if the diverging diamond interchange concepts were considered as alternatives to traditional interchanges as these have proven to be effective and have a much less cost to implement. Mr. Jagannathan stated the recent data and study results are based on all diamond interchange concepts.

Mr. Ross asked Mr. Prideaux what was the project cost for the new interchange at Harrison Road. Mr. Agnello stated the current cost of the full interchange and improvements needed to Harrison Road were based on the recent newly constructed interchange site at Courthouse Road in Stafford County. Mr. Agnello stated the current cost estimate is \$256 m. Mr. Ross stated that if Harrison Road CD lanes are completed then the price for completion of the interchange should drop drastically. Mr. Prideaux stated that even though additional study and conversation will be occurring, that with today’s data used, if the CD lanes at Harrison Road are implemented it should result in a 10-25% overall price estimate for completion of the new interchange recommendation.

Mr. Jagannathan concurred that this is not the end of the assessment and testing process. Mr. Jagannathan stated high value evaluations will be needed before an Interchange Justification Report (IJR) could even be completed so cost estimates can continue to be reviewed.

Mr. Kelly stated his fear is that in order to be competitive within the Smart Scale application process and due to the fact the region has limited leveraged funding being applied to specific projects; more projects are expected to be submitted state-wide; & less funding is expected to be received that he sees the region selecting a project that has lesser costs needed for completion rather than submitting the project that will provide the most benefit for traffic congestion throughout the region.

Mr. Prideaux stated the next steps for the study team will be to receive comments and feedback on the recent data presented tonight by May 30th. Mr. Prideaux stated the study team will be providing technical support to VDOT for discussions with FHWA regarding the proposed changes being recommended along the I-95 corridor. Mr. Prideaux stated all study results will be documented and included within the final Phase II technical study report. Mr. Prideaux relayed the study team will be prepared for providing additional study results of new or modified access points that will include deeper dives into the arterial roadway impacts.

STAFF AND AGENCY REPORTS

Mr. Agnello advised that Ms. Brianna Hairfield has been hired to replace Ms. Marti Donley and she will be on board at FAMPO on June 4th.

MEMBER REPORTS

None

CORRESPONDENCE

In packet and self-explanatory; however, Mr. Agnello highlighted one item. Mr. Agnello advised the annual FY2018 VAMPO/VAPDC Training Conference is going to be hosted by FAMPO this year. The conference is scheduled for Friday, June 8th at the Fredericksburg County Club and will run from 8:30 a.m. to 3:00 p.m. Mr. Agnello stated there will be both federal and state updates given at the conference and these should occur between the 12:30 to 3:00 time frame. Mr. Agnello stated that if any Policy Committee members are interested in attending to please let either him or Ms. Donley know as soon as possible.

FAMPO COMMITTEE MEETING MINUTES

Minutes from the Technical Committee and CTAG are included in tonight's agenda packet.

ADJOURN FAMPO MEETING/NEXT MEETING, MAY 21, 2018

The May 21, 2018 meeting was adjourned at 9:34 p.m. & the next meeting date will be on June 18, 2018 at 7:15 p.m.