



**Policy Committee Meeting Minutes
October 17, 2016**

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

Members Present:

Mr. Matt Kelly, Chair, City of Fredericksburg
Mr. Mark Whitley, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Ms. Nancy Long, Caroline County (Non-Voting Member)
Ms. Ruby Brabo, King George County (Non-Voting Member)
Mr. Greg Benton, Spotsylvania County
Mr. Paul Trampe, Spotsylvania County
Ms. Meg Bohmke, Stafford County
Mr. Paul Milde, Stafford County
Ms. Laura Sellers, Stafford County
Ms. Marci Parker, Virginia Department of Transportation (VDOT)
Mr. Todd Rump, CTAG (Non-Voting Member)

Others Present:

Ms. Susan Gardner, VDOT
Mr. Stephen Haynes, VDOT
Ms. Michelle Shropshire, VDOT
Mr. Chris Gay, Parsons Brinckerhoff
Mr. John Jenkins, King George County
Mr. Rupert Farley, Citizens Transportation Advisory Group (CTAG)
Ms. Jennifer DeBruhl, Department of Rail and Public Transportation (DRPT)
Ms. Sonali Soneji, Virginia Railway Express (VRE)
Mr. Scott Shenk, Free Lance Star
Mr. Gary Kendrick, Citizen

Staff Members Present:

Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Mr. Daniel Reese, FAMPO
Mr. Lloyd Robinson, FAMPO
Mr. Tim Ware, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chairman, Mr. Kelly, called the meeting to order at 7:17 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Withers and seconded by Ms. Sellers, with all concurring, the FAMPO Policy Agenda was accepted as presented.

PUBLIC INVOLVEMENT

Mr. Farley stated that his comments are in regard to Item 6-i, Scenario Planning. Mr. Farley stated that two years ago when the study began Mr. Gay stated that an All-In-Transit alternative took three policy changes and finally resulted in only one of the three alternatives being studied in more depth. Mr. Farley stated that he feels the recent study has been totally useless, and rather than gaining any insight, we actually lost out on new ideas. Mr. Farley stated that he is disappointed in the study results and had many questions that he was hoping would be addressed this time. Mr. Farley stated that the data compiled was for baseline data that consisted of data for cars and transit; however, the other baseline data of compiling data that would include congestion pricing that would require residents, developers, and commercial businesses to “pay their own way” was not even addressed.

Mr. Farley stated that three specific questions that were not even addressed are as follows:

- 1.) how much money would be saved for the region if congestion pricing was implemented and everyone paid their own way;
- 2.) how do the new policies in place affect the growth rate; and
- 3.) how does it affect land use

Mr. Farley stated that the major change in policy would produce land use studies instead of requiring land use solutions and this has resulted in a catch-22 consequence – you need data and studies to back-up results. Mr. Farley stated that as the current study was totally worthless that he is asking that staff be asked to go back and do the study correctly.

CHAIRMAN’S COMMENTS

Mr. Kelly stated that the City of Fredericksburg is conducting an informational meeting on the high speed rail projects. Mr. Kelly stated that the meeting will occur in the City Council Chambers and will be held on Thursday, October 27th at 7:00 p.m. Mr. Kelly stated that the region’s CTB representative will be in attendance and the meeting presentation will be provided by DRPT. Mr. Kelly stated that it is the City’s hope that the meeting will actually be televised for the residents who have Cox cable access. Mr. Kelly stated that it is an informational meeting for the City residents; however, is open for any citizen or elected official to participate in as well.

ACTION ITEMS/DISCUSSION ITEMS

a.) Approval of FAMPO Minutes of September 19, 2016 – Mr. Paul Agnello

Upon motion by Mr. Milde and seconded by Mr. Withers, with Ms. Sellers, Mr. Trampe, and Mr. Whitley abstaining and all others concurring, the minutes from the September 19th meeting were accepted as presented.

b.) Approval of Resolution No. 17-08, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Update Fiscal year 2015-2018 Funding – Mr. Daniel Reese

Mr. Reese advised that Resolution No. 17-08 is an annual request made to staff from VDOT. Mr. Reese stated the request is to amend the FY2015-2018 TIP to coincide with project cost estimates and allocations that have been made in the State's SYIP. Mr. Reese advised that the request is to ensure that both the TIP and SYIP are consistent.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-08 was adopted by the Policy Committee at the October 17th meeting.

c.) Approval of Resolution No. 17-12, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include State Alternative Fuel Vehicle Project – Mr. Daniel Reese

Mr. Reese advised that Resolution No. 17-12 is also a request presented to staff from VDOT. This resolution is for an amendment to the FY2015-2018 TIP that will include \$19,798,877 of monies that will be designated from federal funds received for the statewide vehicle fleet fuel conversion program. Mr. Reese stated this amendment is for replacing current vehicles that are at the end of their life expectancy with newer vehicles with alternate fuel options – i.e. hybrid, etc.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-12 was adopted by the Policy Committee at the October 17th meeting.

d.) Approval of Resolution No. 17-13, Endorsing Stafford County Grant Application to the Virginia Department of Transportation for Fiscal Year 2018 Transportation Alternatives Program (TAP) Funding – Mr. Nicholas Quint

Mr. Quint advised that Resolution No. 17-13 is endorsing Stafford County's Grant Application to the Virginia Department of Transportation for Fiscal Year 2018 Transportation Alternatives Program (TAP) funding. Mr. Quint stated that this grant application is an 80/20 allocation with the locality being responsible for the 20% match. Mr. Quint stated that northern Stafford County receives dedicated TAP funding because it is located in the Northern Virginia TMA. This funding can only be utilized in northern Stafford County and cannot be used for roadway projects. The funding can be utilized for sidewalks, bicycle/pedestrian paths, etc. Mr. Quint stated that the request will fund the Onville Road Sidewalk Project, just north of Route 610.

Upon motion by Ms. Sellers and seconded by Mr. Withers, with all concurring, Resolution No. 17-13 was adopted by the Policy Committee at the October 17th meeting.

e.) Smart Scale Update – Mr. Paul Agnello

i. Regional Smart Scale Project Updates Mr. Paul Agnello

Mr. Agnello advised that between FAMPO/GWRC that the five projects that had been approved by the FAMPO committees were submitted for consideration under Round Two of the Smart Scale application process. Mr. Agnello stated that NVTC also submitted its project, which needs to be endorsed by FAMPO.

Mr. Agnello advised that the five projects submitted by FAMPO/GWRC are requesting \$191 million. Mr. Agnello relayed that this year there were 436 projects submitted statewide costing approximately \$9.25 billion and the estimated statewide funding that will be available is approximately \$750 million. Mr. Agnello stated that the reality for this round of funding allocations is that there are significantly more projects submitted for consideration with considerably less money being available.

Mr. Agnello stated that the next steps in the process are as follows:

- 1.) Localities and NVTC need to submit FAMPO resolutions of support by November 30, 2016;
- 2.) November 1st, Fredericksburg District Fall Transportation Meeting where Smart Scale projects will be discussed by the CTB;
- 3.) October to January – State will be screening and evaluating projects received;
- 4.) Mid-January – expected target date of when project scores will be released;
- 5.) February to April – CTB will consider evaluations of projects for inclusion in the SYIP;
- 6.) April/May – release of Draft SYIP;
- 7.) June – CTB adoption of final SYIP; and
- 8.) 3rd round of Smart Scale project application process begins in 2018

ii. VDOT Update on I-95 NB River Crossing Project – Ms. Marcie Parker

Ms. Parker advised that the original estimate for the NB Rappahannock River Crossing project was \$152 million. However, VDOT has re-evaluated the original project designs and have found ways of reducing the cost to \$132 million while still achieving the same outcomes. Ms. Parker stated that FAMPO has also contributed \$2 million towards the project so the project cost now is estimated to be \$130 million.

Ms. Parker stated that after re-evaluating initial project designs, the flyover ramp going from northbound I-95 to northbound Route 17 has now been removed. Ms. Parker stated that the flyover ramp was quite costly and would involve buying multiple new commercial properties in the way. Ms. Parker stated that new designs for more at-grade concepts are being explored, and to date the operational analysis has not been completed. Ms. Parker stated that all of the new alternatives are still being studied and tested, so at this time the actual project re-aligned design is unknown. Ms.

Parker stated that VDOT does know that at least one of the new alternatives being evaluated will in fact work, result in the same traffic congestion reduction, and have a much lesser cost for implementation.

iii. **VRE Presentation on Fredericksburg Line Application** – Ms. Sonali Soneji

Ms. Soneji with VRE advised that the application being submitted by DRPT coincides with the VRE System Plan for 2040 and that adding rail capacity is the ultimate outcome. Ms. Soneji stated that in Phase 1 of the 2040 System Plan, the goal is to run longer trains; provide more railcars; provide more station parking; provide more train storage tracks and construct second and longer train platforms at the existing stations.

Ms. Soneji stated that the goals of Phase 2 & 3 of the 2040 System Plan are to run more trains; earn additional train slots with larger capacity improvements; construct a 3rd & 4th track on the CSX mainline; provide for longer bridges; provide for additional parking and railcars; and complete the Gainesville/Haymarket extension project.

Ms. Soneji stated that the Smart Scale application for the Fredericksburg Line Capacity Expansion Project is being submitted for Smart Scale funding considerations and NVTC will become the project overseer. Ms. Soneji advised that the improvements to the Fredericksburg line will include the following:

- 1.) Complete underfunded or unfunded Phase 1 projects;
- 2.) Extend all Fredericksburg line trains from 5 to 8 cars;
- 3.) Expand parking to serve the FY2025 ridership demand; and
- 4.) Complete projects in CSXT MOU-2 to open the Potomac Shores Station

Ms. Soneji relayed that the project components that directly affect the FAMPO region are improvements to both the Brooke and Leeland Road Stations. At Brooke, extension and widening of the east platform and construction of the west platform and pedestrian bridge will be completed.

At the Leeland Road Station, extension of the east platform; construction of the west platform and pedestrian bridge; and construction of an additional 225 parking spaces in a surface lot adjacent to the existing park & ride lot will be completed.

Ms. Soneji stated that in total the VRE projects are 57% funded and the FY2022 project cost is estimated to be \$214,800,000 with \$92,600,000 being requested from Smart Scale.

iv. **Approval of Resolution No. 17-14, Support for City of Fredericksburg, Spotsylvania County and Stafford County 2016 Smart Scale Project Applications to State for FY2018-2023 SYIP Funding Consideration**
- Mr. Paul Agnello

Mr. Agnello stated that Resolution No. 17-14 is asking for FAMPO support for the 2016 Smart Scale project applications submitted to the State for consideration for FY2018-2023 SYIP from the City of Fredericksburg, and the Counties of Spotsylvania and Stafford.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-14 was adopted by the FAMPO Policy Committee at the October 17th meeting.

v. **Approval of Resolution No. 17-15, Authorizing Support for Northern Virginia Transportation Commissions (NVTC) Smart Scale Application** – Mr. Paul Agnello

Mr. Agnello advised that Resolution no. 17-15 is asking for FAMPO support for the Smart Scale application being presented by NVTC that will include improvements to the Fredericksburg VRE lines. Mr. Agnello advised this Resolution coincides with the presentation just given by Ms. Soneji.

Upon motion by Mr. Milde and seconded by Mr. Withers, with Mr. Benton voting no and all others concurring with the motion, Resolution No. 17-15 was endorsed by the FAMPO Policy Committee at their October 17th meeting.

f.) **Fredericksburg District Fall Transportation Public Meeting** – Mr. Paul Agnello

Mr. Agnello advised that VDOT's fall transportation public meeting is scheduled for November 1st at the Germanna Campus in Spotsylvania County. Mr. Agnello stated that this is an important meeting and is open to the public. Mr. Agnello relayed that the meeting begins at 4:00 p.m. with an open house/town hall type setting. At 5:30 p.m. a public hearing is scheduled on the Atlantic Gateway project.

Mr. Agnello stated that written/verbal comments will be taken during the entire meeting. There had been discussion at previous meetings that the start time of 4:00 p.m. did not coincide with commuters being able to be back in town in time for the meeting to begin. Ms. Parker advised that these concerns are valid but unfortunately the Fredericksburg District had no say in when and where the meeting would occur. Ms. Parker also reiterated that comments would be accepted during the entire meeting and also can be provided on the VDOT website up until December 22nd.

Mr. Agnello stated that upon Policy Committee endorsement, staff was going to draft a letter that will be able to be reviewed by the Committee at the November meeting, that would highlight the MPO's comments, concerns, questions, etc. The Policy Committee endorsed Mr. Agnello's request.

g.) **2045 Long Range Transportation Plan Effort**– Mr. Paul Agnello

Mr. Agnello advised that GWRC/FAMPO staff and the FAMPO Technical Committee have been working with the on-call consulting firm in developing the base year 2015 population and employment control totals for each locality for use in the Region's 2045 Long-Range Transportation Plan. Mr. Agnello stated that it is staff's desire to have this completed by December of 2017 and the federal deadline for submission is April of 2018.

i. **Approval of Resolution No. 17-16, Endorsing Base Year 2015 Population and Employment Totals for the George Washington Region for Use in the 2045 Long Range Transportation Plan** – Mr. Danny Reese

Mr. Reese advised that Resolution No. 17-16 is asking for FAMPO support in using the 2015 population and employment totals for the preparation of the 2045 LRTP.

Upon motion by Mr. Milde and seconded by Mr. Whitley, with all concurring, Resolution No. 17-16 was adopted by the FAMPO Policy Committee at the October 17th meeting.

h.) Department of Rail & Public Transportation Vanpool Initiative – Ms. Jennifer Debruhl, DRPT

Ms. Debruhl advised that DRPT’s goal is to increase the number of people we move throughout the congested corridors within the Commonwealth. Ms. Debruhl stated the Vanpool Initiative concept was presented as a new concept to the CTB last month. Ms. Debruhl advised that the framework was shared last week with the CTB and the application is due for submittal in December.

Ms. Debruhl stated I-95 to Northern Virginia received special funding in the amount of \$4 million to support the initiative. Ms. Debruhl stated that the concept has received funding and legislature support. Ms. Debruhl stated that the program involves two years of start-up funding and that the vanpool initiative program will become self-funded after the initial first two years.

Ms. Debruhl advised that the current vanpooling programs established in Virginia are the following: DRPT grant programs; VanStart and VanSave programs; Guaranteed/Emergency Ride Home programs; Ride matching; AdVantage Vanpool Insurance program; and Vanpool Alliance, GRTC/RideFinders, R-Van, HRT/Traffix rideshare programs.

Ms. Debruhl stated that the program provides stipends for van pool operators who report monthly data into the NTD database. Ms. Debruhl stated that outreach meetings have been held with the vanpool providers, with the small urban area transit companies, with the larger urban transit companies; and with the commuter assistance agencies.

Ms. Debruhl stated that three major concepts resulted from the brainstorm meetings held above and these are as follows:

- 1.) to expand or increase the current vanpool subsidy;
- 2.) to incorporate a state-wide vanpool brand; and
- 3.) to improve the ride-matching capabilities

Ms. Debruhl stated that it is DRPT’s goal to supplement and enhance the current programs and have no plans or desire to take over programs that are already up and running and working. Ms. Debruhl stated that improvements to the existing programs will result in the following things being accomplished for the Commonwealth of Virginia:

- 1.) to increase the number of vanpools which will result in moving more people;
- 2.) to address congestion and air quality improvements;
- 3.) to have better coordination with vanpool companies; and
- 4.) to have additional transit funding returning back to the State on an annual basis
- 5.)

Ms. Debruhl stated that the next steps are as follows:

- 1.) vanpool grant program details being drafted;
 - 2.) follow-up meetings with Vanpool Alliance partners; and
 - 3.) follow-up meetings with transit and TDM agencies in the State of Virginia that currently do not have an existing vanpool program in place
- i.) **Scenario Planning Modeling Project – Final Presentation** – Mr. Chris Gay, Parsons Brinckerhoff

Mr. Gay advised that the Phase II objectives of the FAMPO Scenario Planning Model have been completed. Mr. Gay stated that the objectives for Phase II were to update and enhance CommunityViz model to increase its value to FAMPO; to complete the transition and ownership of the CommunityViz model data to FAMPO staff; to produce socioeconomic datasets for the 2045 CLRP update; and to examine potential transportation future alternatives with their respective implications.

Mr. Gay relayed that the Phase II scenarios future alternatives that were modeled were the following three alternatives; All-In-Transit mode; Region of Telecommuters; and Thinking Cars. Mr. Gay advised that the modeling data for each alternative is listed below.

All-In-Transit Assumptions

Mr. Gay stated that the model was run for 2045 using the existing network today with the understanding that FAMPO does not control land use issues and that local jurisdictions will create land use density.

Mr. Gay stated that the Compact Growth Center Scenario from Phase 1 was utilized when modeling the All-In-Transit Scenario. The assumption is that all future transportation investment will go to transit with no future roadway improvements planned. Mr. Gay advised that the model assumed a 2% to 12% range of vehicle trip reduction factors based on the location of transit-supported land use densities. Mr. Gay stated that the Metropolitan Washington Council of Governments (MWCOG) completed a study on this alternative several years ago and their model was compared with the one just completed for FAMPO.

Region of Telecommuters Assumptions

Mr. Gay advised that 50% of jobs are compatible with telecommuting. Mr. Gay stated that half of the eligible telecommuters utilize telecommuting alternatives on an average weekday. Mr. Gay advised that telecommuting trip reductions are only applicable to home-to-work trips and that these trips account for approximately 20% of the daily total trips.

Thinking Cars Assumptions (Driver-less Vehicles)

Mr. Gay stated that the study assumed that 100% of regional auto travel on the freeways and arterial roadways would be applicable in fully-autonomous vehicles. Mr. Gay advised that the local and collector roads will remain as mixed-use facilities, incorporating both conventional and autonomous

vehicles. Mr. Gay advised that the freeway/arterial speed and capacity assumptions are the following: 50% increase in freeway capacity; 25% increase in freeway speeds; 25% increase in arterial capacity; and 30% increase in arterial speeds.

Mr. Gay stated that the performance matrix used was the same for both Phase I & Phase II, and the vehicular miles are expected to double by 2040 under any of the scenarios modeled. Mr. Gay stated that Phase II showed that people are traveling further; however, the speed of travel improves which presents concerns for land use planners. Mr. Gay stated that the model looked at how long people are spending on the roadways with the assumption that no roadway improvements are made within the current land use plans. Mr. Gay stated that the model showed that the average speed is decreased. Mr. Gay stated that the model should have also looked at the person movement as this data would allow people to travel when they wanted too.

Mr. Gay stated that if an All-In-Transit alternative is implemented, the following scenarios will be in play:

- Land Use plans will need to be updated
- Shift to more dense, compact and mixed-use patterns would be needed to support the high-capacity transit
- Study assumed implementation of Compact Centers and Growth Corridors as a scenario from Phase I
- A fundamental shift in transportation infrastructure investment will be required – the anticipated funding levels likely will not be enough for the cost of significant highway and transit investments
- Study assumed that all future spending would be allocated to transit projects
- Study performance metrics did not reflect full benefits of this scenario

Mr. Gay stated that the implementation of the Region of Telecommuters scenario would result in the following:

Telecommuting levels will top-out as work trips are only 20% of the total daily trips with 50% of jobs being compatible with telecommuting alternatives

Mr. Gay stated that the benefits of a telecommuting workforce would be: peak period trip reductions; reduced emissions; reduced work space requirements; & improved worker morale.

Mr. Gay advised that if the Thinking Cars alternative is implemented then the following will occur:

The medium to long-term planning needs would involve updating the travel demand model to incorporate operating parameters of autonomous vehicles; reevaluating roadway capacity needs; and reassessing transit service plans and fleet requirements.

Policy-related implications would involve updating roadway infrastructure and tax/fee policies to encourage ride-sharing and reduce VMT; updating land use plans to offset urban sprawl potential; and implement policies that will reduce parking demand and make transit pricing competitive with other modes.

Mr. Gay advised that the study findings assumed the Long Range Transportation Plan projects are completed and if so, the Community Plans Growth Scenario shows a 90% growth in population from 2010 to 2040 with a 70% growth in employment. The regional roadway performances would show an increase of 75% in vehicle miles traveled; an increase of 140% in vehicle hours traveled; a 25% decrease in roadway speeds; and a 50% increase in travel on congested roadways.

In closing, Mr. Gay advised that the study findings showed that the future may include parts of all three of the scenarios, and if a Phase III study is issued, the person movement matrix data may also be included.

Mr. Gay stated that the All-In-Transit findings showed a 6-7% reduction in regional vehicle trips; minor effects would be attributed to roadway performances; and more people will effectively be moved during the peak travel periods.

Mr. Gay stated that telecommuting findings showed that there would only need to be limited improvement to roadway performance. Mr. Gay advised that the Thinking Cars findings showed that there would be improved roadway performance, but with increased travel. This scenario could possibly induce more sprawl.

j.) Update Concerning NPRM on MPO Coordination – Mr. Lloyd Robinson

Mr. Robinson advised that in regard to the potential Metropolitan Planning Organization Coordination and Planning Area Reform Act that is being discussed by the US DOT agency which could result in multiple MPO's and state authorities being combined into one large MPO district, a letter is included in tonight's packet. Mr. Robinson stated that the letter is stating FAMPO's stand on the potential changes, with a request that the proposed changes be cancelled.

Mr. Robinson stated that FAMPO expressed the following concerns:

- 1.) No Statutory Relevance – MAP-21 and FAST ACT were recently enacted into Federal Law. Neither measure provided for any legislative change requiring this action, so what then is the basis for the new rule?
- 2.) No Documentation of Existing Coordination Problems – Mr. Robinson stated that FAMPO is not aware of any documentation of any existing coordination problems. Specifically for FAMPO, there is an MOU with the Transportation Planning Board (TPB). The MOU was adopted by both MPO's after the 1990 census in which a portion of Stafford County was attached to the TPB's urbanized area (UZA). Mr. Robinson stated that the MOU requires that FAMPO and the TPB fully coordinate its efforts in the areas of long range planning, TIP development, Title VI compliances and other areas. Mr. Robinson further cited that the latest joint Certification Review that was completed in 2015 contains commendations to FAMPO; however, it does not contain any recommendations or corrective actions for ongoing coordination efforts, so what problems would the new rule actually solve?
- 3.) Additional Coordination is Already Occurring – Mr. Robinson stated that in addition to the MOU cited above, FAMPO and the TPB already closely coordinate in the areas of

corridor planning, demographic projections, and modeling. Mr. Robinson cited the recent coordination efforts between VDOT and FAMPO in the recent FASTLANE Grant application for the Atlantic Gateway project. The funds allocated to this project will supplement other Federal, State and private sector funds that will make major needed improvements to roadways and the rail system along the I-95 corridor between Washington, DC and Fredericksburg – Mr. Robinson stated that both the TPB and FAMPO are working cooperatively and are willing to continue to do so in order to accomplish actions that benefit the greater region.

- 4.) Potential Loss of Local Voices in Major Project Planning and Funding – Mr. Robinson stated that, if enacted, the new rule would force MPO's in the same UZA to merge. Mr. Robinson stated that this provision has been in Title 23 for decades. The rule further would require that where MPO's do not merge that they must adopt a single long range plan and single Transportation Improvement Program (TIP). Mr. Robinson cited this requirement would undermine the ability of local elected officials and the public in large UZAs to represent their policies and priorities throughout the MPO process. Mr. Robinson stated that the importance of local voices is a key under-pinning of the MPO law that dates back to the 1970's.

Mr. Robinson advised that the letter was submitted by the FAMPO Policy Committee on August 19, 2016 and to date no additional information has been made available on whether the proposed changes will be implemented or cancelled. Mr. Robinson also advised that other MPO's that also would be affected have forwarded letters of opposition to USDOT as well. Mr. Robinson did advise that the US DOT extended the response deadline to October 24th. Mr. Robinson relayed that with the extension date for comments that FAMPO and AMPO were also asked to draft a report that would indicate how much cost would be involved in making the proposed changes a reality. Mr. Robinson also stated that if the new changes are not implemented by January 20th of 2017 that with a potential new legislation in place, the changes could become inactive. Mr. Robinson stated that he would keep the Policy Committee apprised as more information is released.

FAMPO CORRESPONDENCE

Included in agenda packet and is self-explanatory.

STAFF REPORT

Mr. Agnello advised that Mr. Daniel Reese would be leaving from his position at FAMPO and re-locating back to his home town to assume a position as a GIS manager. Mr. Agnello stated that FAMPO appreciated Mr. Reese's efforts over the last eight years. The Policy Committee thanked Mr. Reese for his assistance over the years and wished him well on his new career opportunities.

MEMBER REPORTS

None

FAMPO COMMITTEE MEETING MINUTES

The minutes from both the FAMPO CTAG meeting and the FAMPO Technical Committee meeting are included in tonight's agenda packet.

ADJOURN FAMPO MEETING/NEXT MEETING, NOVEMBER 21, 2016

The FAMPO meeting for October 17th was adjourned at 8:59 p.m. The next meeting will occur on November 21, 2016 at 7:15 p.m.