



CITY OF FREDERICKSBURG, VIRGINIA
CLERK OF COUNCIL'S OFFICE
715 Princess Anne Street, Fredericksburg, Virginia 22401
(540) 372-1010 FAX: (540) 372-6412

HON. MARY KATHERINE GREENLAW, MAYOR
HON. WILLIAM C. WITHERS, JR., VICE-MAYOR, WARD TWO
HON. KERRY P. DEVINE, AT-LARGE
HON. MATTHEW J. KELLY, AT-LARGE
HON. BRADFORD C. ELLIS, WARD ONE
HON. TIMOTHY P. DUFFY, Ph.D., WARD THREE
HON. CHARLIE L. FRYE, JR., WARD FOUR

Tonya B. Lacey
Clerk of Council

August 8, 2016

Mr. Paul Agnello
Chief of Transportation, FAMPO Administrator
Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, Virginia 22401

This is to officially inform you of the appointment of City Manager Timothy J. Barody to the FAMPO Policy Committee.

City Manager Barody's contact information is as follows: P.O. Box 7447,
715 Princess Anne Street, Fredericksburg, VA 22404; 540-372-1010,
tjbarody@fredericksburgva.gov.

Should you have any questions with respect to any of the Council's actions, please do not hesitate to contact my office.

Sincerely,

Tonya B. Lacey, CMC
Clerk of the Council



MOTION: KELLY

SECOND: WITHERS

**August 9, 2016
Regular Meeting
Resolution No. 16-72**

**RE: APPOINTING CITY MANAGER TIMOTHY J. BAROODY TO THE
FREDERICKSBURG AREA METROPOLITAN PLANNING
ORGANIZATION POLICY COMMITTEE AND THE RAPPAHANNOCK
REGIONAL JAIL AUTHORITY**

ACTION: APPROVED: Ayes: 6; Nays: 0

WHEREAS, the City Manager of the City of Fredericksburg has served in the past on both the Fredericksburg Area Metropolitan Planning Organization ("FAMPO") Policy Committee and the Rappahannock Regional Jail Authority; and

WHEREAS, the City Council has appointed Timothy J. Baroody City Manager effective June 27, 2016; and

WHEREAS, the City Council wishes to appoint Timothy J. Baroody to serve on the FAMPO Policy Committee and the Rappahannock Regional Jail Authority;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fredericksburg that Timothy J. Baroody is hereby appointed to the FAMPO Policy Committee, and will serve until replaced; and

BE IT FURTHER RESOLVED by the City Council of the City of Fredericksburg that Timothy J. Baroody is appointed to the Rappahannock Regional Jail Authority and will serve until replaced.

Votes:

Ayes: Greenlaw, Withers, Devine, Duffy, Frye, Kelly

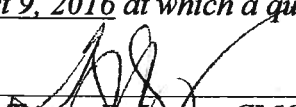
Nays: None

Absent from Vote: Ellis

Absent from Meeting: Ellis

Clerk's Certificate

I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Resolution No. 16-72 duly adopted at a meeting of the City Council meeting held August 9, 2016 at which a quorum was present and voted.



Tonya B. Lacey, CMC
Clerk of Council



Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, Virginia 22401
(540) 373-2890
Fax (540) 899-4808
www.fampo.gwregion.org

Matt Kelly
FAMPO Chairman

August 15, 2016

The Honorable William J. Howell – 28th District
P. O. Box 8296
Fredericksburg, Virginia 22402

RE: 1986 Transportation Allocation Formula

Dear Delegate Howell:

At the direction of the FAMPO Policy Committee, I am writing to request that the General Assembly review and revisit the 1986 transportation allocation formula, now used to divide the Smart Scale District Grant Program funds among the nine VDOT Districts.

FAMPO has researched this formula and developed findings and recommendations contained in the attached Position Paper. Our findings are generally that the 1986 formula has been outdated by events and policies of the past thirty years and should be brought up to date, objectively modernized.

Our recommendations are that a new system of criteria be employed formula using functional classification, lane miles, vehicle miles travelled (VMT), total population, urbanized (UZA) population, UZA population growth rates and total land area.

Because making changes to allocation formulas can be rather complicated and can involve “winners” and “losers,” we have also recommended ‘equity factors’ to mitigate radical, immediate swings in actual allocations. These factors include a cap on the total percent which may be allocated to any one VDOT District and provision of equally distributed ‘base’ funding for each District to be taken off the top.

The result of our recommendations are that the new formula follows nationally-accepted standards, is objective and easily measured through existing data sources, and benefits about 5.1 million Virginia residents out of a Statewide 2014 population of about 8.3 million residents.

At your convenience, I and the FAMPO Administrator Paul Agnello, would like to meet with you to discuss this prior to the next General Assembly session.

Thanks for your help on this important issue.

Sincerely,



Matt Kelly
FAMPO Chair

Attachments

Cc: FAMPO Policy Committee
State Legislative Delegation

Proposed Formula Change for Allocating Virginia Transportation Funds

Under the Smart Scale District Grant Program

Introduction: Smart Scale (formerly HB2) directs that half of the funding available for statewide prioritization of new construction projects will be invested in a new and competitive District Grant program, whereby transportation construction project proposals will compete with each other within each VDOT Construction District. The statewide total for the District Grant program is to be divided among the VDOT Districts according to a formula adopted by the General Assembly in 1986. That formula is the subject of this paper.

The 1986 Formula: The 1986 formula divides roadways into a “Primary,” “Secondary” or “Urban” classification, and each VDOT District receives funding according to the following scale:

Primary

28% based on the Statewide share of primary system vehicles miles travelled (VMT) contained in the VDOT District.

10% based on the Statewide share of primary system lane miles contained in the VDOT District.

2% based on need contained in the VDOT District.

Secondary

24% based on the Statewide share of county population contained in the VDOT District.

6% based on the Statewide share of county land area contained in the VDOT District.

Urban

30% based on the Statewide share of the population of Cities and Towns eligible to receive State aid for roadway maintenance contained in the VDOT District. Towns must have at least 3,500 population to be eligible.

Outcomes of the 1986 Formula in Terms of Allocating the Smart Scale District Grant Program among the VDOT Districts: Below is shown the percentage allocation of available Smart Scale District Grant Program funds for each VDOT District, as a result of the 1986 formula.

VDOT District	Percent Allocation
Bristol	07.0%
Culpeper	06.2%
<i>Fredericksburg</i>	<i>06.8%</i>
Hampton Roads	20.2%
Lynchburg	07.1%
Northern Virginia	20.7%
Richmond	14.4%
Salem	09.6%
Staunton	07.8%

Observations about the 1986 Formula and Recommendations for Changes: Below are observations about the 1986 formula and potential improvements.

Primary and Secondary: Today what was once considered a primary roadway may now be functioning in a different and lower capacity, or a roadway once considered secondary may be functioning in a higher capacity. “Primary” and “Secondary” are today somewhat jumbled together and without practical meaning. A better and more objective approach to classifying highways is to sort them according to their Federal Functional Classification which is the national standard used throughout the country. Working with the States, FHWA has evolved standards for roadway functional classification, and these should be adopted in Virginia law pertaining to allocation formulas and also to the eligibility of roadways to receive State and Federal funds.

In addition, roadway usage is an important part of the equation, particularly for higher level roadways including the Interstates. Therefore the old definitions of “Primary” and “Secondary” should be replaced as follows:

Interstates, Freeways, and Arterials to Replace Primary: 30% based on VMT on interstates, other freeways and expressways, other principal arterials, and minor arterials contained in the VDOT District. 10% based on the lanes miles of interstates, other freeways and expressways, other principal arterials, and minor arterials contained in the VDOT District. This will account for the usage and extent of all higher level roadways in each District, which is an objective indication of economic vitality, population growth and needs in each District. Collectors to Replace Secondary: 24% based on the total population in the VDOT District, as measured by Weldon Cooper. 6% based on the total land area in the VDOT

District, as measured by VDOT. This will account for major collectors and minor collectors in each District. Local roadways would be ineligible for the Smart Scale District Grant Program.

Urban: The old definition of “Urban” indicated the relative population of cities and towns of 3,500 or more people eligible to maintain their own roads under the State formula for local assistance prevailing at any given time. In other words, if you were maintaining your own roads, then you received credit. However under the new Smart Scale law, this “Urban” portion of the formula is invalid, because it points to local governments maintaining roadways, but the District Grant Program in Smart Scale is not for maintenance. The Smart Scale District Grant Program is for construction. Roadway maintenance is covered in other State programs and far in excess of construction program amounts.

A sound and tested method of determining transportation construction needs in an area is to measure “urbanized area (UZA) population,” as defined in the latest U.S. Census and estimated annually by Weldon Cooper. UZA population is a good indicator of a number of needs factors, including volumes, roadway and/or multimodal expansion requirements, major reconstruction needs and other requirements.

In addition, the rate of UZA population growth in each VDOT District is critical, as it demonstrates the economic vitality of an area, as well as its needs for system expansion.

New Urban Formula: 15% for the relative share of the Statewide UZA population in each of the VDOT Districts, as measured annually by Weldon Cooper. 15% for the relative share of the UZA population growth in each VDOT District, as measured annually against the latest U.S. Census, as measured by Weldon Cooper.

Equity: Changing allocation formulas can be complex, because there are winners and losers. Therefore equity provisions are recommended as follows: 1) a total of 27% of the Smart Scale District Grant program should be equally allocated of the top among the nine VDOT Districts equally, at 3% each; 2) the remaining 73% of the program should be allocated according to the formula recommended above; 3) no VDOT District should receive less than 5% or more than 25% of the Smart Scale District Grant Program.

Outcomes of these Recommendations: The chart below shows the approximate percentage allocation of Smart Scale District Grant Program funds under the changes recommended above, as compared to the existing allocation percentages. The specific calculations for these changes, compared to the 1986 formula, are attached to this document.

Comparison of Old and New Smart Scale District Grant Program Formulas

VDOT District	Old Allocation	New Allocation	Difference
Bristol	07.0%	6.3%	-0.7%
Culpeper	06.2%	6.3%	+0.1%
<i>Fredericksburg</i>	<i>06.8%</i>	<i>7.7%</i>	<i>+0.8%</i>
Hampton Roads	20.2%	16.7%	-3.4%
Lynchburg	07.1%	6.6%	-0.5%
Northern Virginia	20.7%	25.0%	+4.3%
Richmond	14.4%	14.9%	+0.5%
Salem	09.6%	8.6%	-1.0%
Staunton	07.8%	7.8%	Even

Summary: These recommendations result in Virginia’s Smart Scale District Grant Program allocation formula becoming both more objective and more modern and accurate. Of Virginia’s approximately 8.3 million residents, about 5.1 million residents will see positive results from the recommended formula. Moreover, looking forward, the new formula will more accurately allocate funds where they are most needed.



Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, Virginia 22401
(540) 373-2890
Fax (540) 899-4808
www.fampo.gwregion.org

Matthew Kelly
FAMPO Chairman

Paul Agnello
FAMPO Administrator

August 19, 2016

Docket Management Facility
U.S. DOT
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Metropolitan Planning Organization Coordination and Planning Area Reform

Dear Sirs:

On behalf of the Fredericksburg Area Metropolitan Planning Organization (FAMPO), I am writing to provide our comments on the proposed rule-making cited above. FAMPO is one of the MPO's directly affected by this proposed rule.

We have serious concerns about this rule and request that it be cancelled for the following reasons:

1. **No Statutory Relevance:** MAP-21 and FAST Act were recently enacted into Federal law, and neither measure provided any legislative change requiring this action. What, then, is the basis for this rule?
2. **No Documentation of Existing Coordination Problems:** We are aware of no documentation of existing coordination problems. In our own case we have a Memorandum of Understanding (MOU) with our adjoining MPO, the Transportation Planning Board (TPB). This MOU was adopted by both MPOs after the 1990 Census, in which a portion of Stafford County was attached to the TPB's urbanized area (UZA). The MOU requires FAMPO and the TPB to fully coordinate their efforts in the areas of long range planning, TIP development, Title VI compliance and other areas. Our latest joint Certification Review, completed in 2015, contains commendations for various areas of our programs but contains no recommendations or corrective actions for our ongoing coordination efforts. What actual problems will this rule solve?
3. **Additional Coordination Already Occurring:** In addition to the MOU cited above, FAMPO and the TPB also coordinate closely in the areas of major corridor planning, demographic projections and modeling. For example FAMPO and the TPB recently coordinated with the Virginia Department of Transportation (VDOT) in the Commonwealth's application for FAST LANE grant funds for improvements to the "Atlantic Gateway." These funds will supplement other Federal, State and private sector funds to make major and badly needed improvements to roadways and rail in the Greater I-95 Corridor, between Washington, D.C. and Fredericksburg

Docket Management Facility
MPO Coordination and Planning Area Reform
August 19, 2016

and beyond. As demonstrated above, both the TPB and FAMPO are working cooperatively and are willing to do more coordination, to the extent such actions make sense for the greater Region.

4. **Potential Loss of Local Voices in Major Project Planning and Funding:** The rule requires that MPOs in the same UZA be forced to merge, unless issues of size and complexity make this unrealistic. This provision has been in Title 23 for decades. The rule further requires that, where MPOs do not merge, they adopt single long range plans and single Transportation Improvement Programs (TIPs). This requirement would undermine the ability of local elected officials and the public in large UZAs to represent their policies and priorities through the MPO process. The importance of these local voices is a key under-pinning of MPO law in the United States dating back to the 1970s.

In summary, we urge the U.S. DOT to cancel this proposed rulemaking and to rethink how to make MPO coordination and cooperation more effective.

Sincerely,



Matt Kelly
FAMPO Chair

Cc: **FAMPO Policy Committee**
Transportation Planning Board
Honorable Aubrey Lane, Commonwealth Transportation Secretary