

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

June 15, 2006

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the May 17th TPB Meeting

The attached letters were sent/received since the May 17th TPB meeting. The letters will be reviewed under Agenda #5 of the June 21st TPB agenda.

Attachments

From: Dennis Jaffe [mailto:dennisjaffe@gmail.com]
Sent: Wednesday, June 14, 2006 5:39 PM
To: portertakoma@verizon.net; Wendy Klancher
Cc: Ron Kirby; Dana Kauffman; Debra.Wilson@fairfaxcounty.gov
Subject: Thank you from Dana Kauffman and Dennis Jaffe

The Hon. Kathy Porter
Wendy Klancher
Transportation Planning Board
777 North Capitol Street NE
Washington DC 20002

Dear Kathy and Wendy:

When we accepted the responsibility of co-chairing the MetroAccess Ad Hoc Advisory Committee, we knew we had quite the challenging task ahead of us.

Early on, WMATA Board of Directors Chairman Gladys Mack indicated her expectation that the Ad Hoc Committee produce significant and achievable recommendations to raise the quality of MetroAccess service to a level that riders deserve.

Kathy, as an effective advocate on behalf of people with disabilities and with your having provided the political leadership to produce the Transportation Planning Board's substantial report on MetroAccess, your appointment as a member of the Committee helped to establish the credibility of our effort from the very beginning. Your participation on the Committee helped to ensure our achieving worthy results.

Wendy, your knowledge of paratransit, your commitment on behalf of people with disabilities, and your inclusive and results-oriented approach provided the Committee with incomparable quality and talent.

As we look toward tomorrow's Operations Committee and Board of Directors meetings, we wish to thank both of you for your distinguished service to the citizens of the metropolitan Washington region.

Sincerely,

Dana Kauffman

Dana Kauffman
Co-Chairman
Ad Hoc MetroAccess Advisory Cmte

Dennis Jaffe

Dennis Jaffe
Co-Chairman
Ad Hoc MetroAccess Advisory Cmte

cc: Michael Knapp, Chairman, Transportation Planning Board
Ron Kirby, Director, Transportation Planning Board



March 21, 2006

Mr. Michael Knapp
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Mr. Knapp:

Thank you for your letter regarding planning for bicycle and pedestrian access to the Metrorail and Metrobus systems. Ms. Mack has requested that I respond on her behalf.

The Washington Metropolitan Area Transit Authority (WMATA) is committed to providing quality pedestrian and bicycle access to its transit facilities and services. Bicycle and pedestrian access is a priority for us, both in policy and practice.

As stated in your letter, WMATA does not have a single point of contact for station area pedestrian and bicycle issues. It is my intent to designate a person to serve in this capacity before the end of this calendar year. To accomplish this, I propose working with internal and external stakeholders to scope duties of the position and its appropriate organizational location within the Authority. Because some issues critical to safe, convenient bike and pedestrian access are beyond WMATA's direct control, we will include local jurisdictions, highway agencies, businesses, landowners in the discussion to solicit their ideas, initiatives, and support.

Be assured that while we work to better define this position, staff will continue to work with the TPB Bicycle and Pedestrian Subcommittee and will provide them with contacts as necessary for various issues, including plant maintenance issues (relocating racks and lockers or problems with those facilities), customer service issues (locker rental), and planning issues (station access).

I have enclosed two documents of interest on the subject of station access: *Our Guide for Station Site and Access Planning*; and the Planning Office's FY 2006 work program. The *Guide* identifies pedestrian

Washington
Metropolitan Area
Transit Authority

800 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Harpory Square Red Line
Gallery Place Choptown
The Green and
Yellow Lines

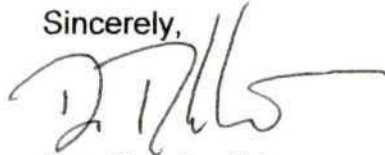
A District of Columbia,
Maryland and Virginia
Joint Partnership

Mr. Michael Knapp
Page 2

and bicycle access as the highest priority in the hierarchy of access modes for station site planning for Metrorail stations, stating that "WMATA should work with all jurisdictions to promote walking access mode, which can increase transit ridership without the need to provide additional parking facilities or increase bus service." The FY 2006 Work Plan includes station access improvement studies for eight Metrorail stations and station area vision plans for 12 Metrorail stations and one bus garage. Further, station access improvement studies are expected to develop recommendations for improving access to the stations, with pedestrian and bicycle access the top priority.

We appreciate the TPB's involvement in ensuring that this very important issue is addressed. Please contact Mr. Nat Bottigheimer, Director of Planning, on 202/962-2730 if you have additional questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Tangherlini", with a long horizontal flourish extending to the right.

Dan Tangherlini
Interim General Manager

cc: Ms. Gladys Mack, Chair, WMATA Board of Directors
Ms. Catherine Hudgins, WMATA Board of Directors
Mr. Dana Kauffman, WMATA Board of Directors
Mr. Chris Zimmerman, WMATA Board of Directors



DEPUTY GENERAL MANAGER
FISCAL YEAR 2006 WORK-PROGRAM

PLAN DATE: 07/01/05

REVIEW DATE: 09/30/05

OFFICE	PROGRAM/PROJECT/ACTIVITY/GOALS	LEAD/ ACCOUNTABLE
--------	--------------------------------	----------------------

PAIT PLANNING AND INFORMATION TECHNOLOGY

Project Development: Complete FY06 Board approved \$3.1M project development program by 06/06 which includes the following 17 projects: Regional projects - station area access planning, joint development planning support and technology revenue partnerships; DC projects - station access improvements (Brookland, New York Avenue & Deanwood), demand analysis for second entrance at Foggy Bottom, station vision plans (Fort Totten West and Western Bus Garage), K Street Transitway Facility, and parking (market based pricing); Maryland projects - station vision plans for six stations, support for MDOT; Virginia projects - station area access planning (Arlington, Rosslyn, VA Square, Ballston, Pentagon City, Vienna, Franconia, and Eisenhower), station vision plans (East Falls Church and West Falls Church), Jefferson Davis Corridor/Crystal City, South Eads Street HOV access improvement and Columbia Pike initiative. ELT/NB

Station Area and Access Planning Project Descriptions:

K Street Transitway Design Concept for Facilities

Develop conceptual designs for bus station stops including streetscape elements for the recommended alignment in the K Street Busway Study. This work includes: bus station stop shelters along with associated site furnishings, pedestrian access, lighting, signage at bus station stop locations and landscaping.

Franconia-Springfield Station Master Plan

Develop a master plan for enhancing access and circulation at the Franconia-Springfield for pedestrians, buses, and cars. The study will analyze ridership, existing and future land use around the station, demand, and capacity constraints.

Vienna Station Access Improvements

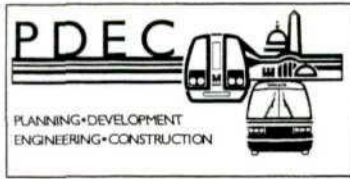
Follow-on study to the Vienna Near-Term Station Improvements to develop a strategy to deal with the effects of capacity constraints as well as future travel demand from the proposed redevelopment around the station. Work will start in January 2006, after completion of the Vienna Near Term study.

DC Station Access Improvements

Provide conceptual planning and engineering services to analyze and identify improvements for multi-modal access improvements at Metrorail stations including pedestrians, bicycles and vehicular traffic accessing the station. Includes: Brookland, New York Avenue (pedestrian improvements), and Deanwood.

Station Vision Plans (Joint Development)

Scope, schedule, and budget are being developed in consultations with jurisdiction staff.



DEPUTY GENERAL MANAGER
FISCAL YEAR 2006 WORK-PROGRAM

PLAN DATE: 07/01/05

REVIEW DATE: 09/30/05

OFFICE

PROGRAM/PROJECT/ACTIVITY/GOALS

LEAD/
ACCOUNTABLE

Station Area Contingency Plans

Scope, schedule, and budget will be developed upon approval of the FY '06 Project Development program in 06/2005.

Transit Oriented Development: Support for MDOT on TOD projects.

Scope, schedule, and budget will be developed upon approval of the FY '06 Project Development program in 06/2005.

Largo Town Center Station Access

Provide conceptual planning and engineering services to analyze and identify improvements for multi-modal access improvements at Largo Station including pedestrians, bicycles and vehicular traffic accessing the station. Work may include analyzing any existing traffic studies, developing inter-modal traffic improvements, reconfiguring bus facilities to improve bus circulation and service, reconfiguring Kiss & Ride and park-and-ride, recommending improvements for traffic operational problems on adjacent streets and intersections, coordinating all proposed improvements with the appropriate jurisdictions and joint development.

Shady Grove Vertical Access

This project will develop concepts for additional vertical circulation between the mezzanine and platform at the Shady Grove Station and concepts to integrate the ICC with the Shady Grove access road.



June 13, 2006

Mr. Ronald Kirby
Director of Transportation
Metropolitan Washington Council of Governments
Transportation Planning Board
777 North Capital Street, NE, Suite 300
Washington, D.C. 20002

Dear Mr. Kirby:

As of federal fiscal year 2006 (FFY06), the Job Access and Reverse Commute (JARC) and the New Freedom programs are both Federal Transit Administration (FTA) formula programs which require that the “designated recipient” competitively select projects derived from a “locally developed, coordinated public transit-human services transportation plan.”

To avoid possible conflicts of interest, the FTA recommends that the “designated recipient” not be a provider of transportation services. The Washington Metropolitan Area Transit Authority (WMATA), in consultation with Council of Governments (COG) staff, supports COG’s staff recommendation that it is appropriate for COG to request designation for the region. It is our understanding that WMATA may still apply for these funds through a competitive selection process administered by COG.

Please advise if you have any further questions. Your continued support of WMATA is greatly appreciated.

Sincerely,

A handwritten signature in black ink that reads 'Deborah S. Lipman'. The signature is fluid and cursive, with the first name being the most prominent.

Deborah S. Lipman
Director
Office of Policy and Intergovernmental Relations

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001

By Metrorail:
Judicial Square-Red Line
Galler Place-Chinatown



June 13, 2006

Mr. Ronald Kirby
Director of Transportation
Metropolitan Washington Council of Governments
Transportation Planning Board
777 North Capital Street, NE, Suite 300
Washington, D.C. 20002

Dear Mr. Kirby:

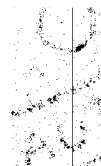
In response to the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) request for a sub-allocation of Section 5307 formula funds to FAMPO from the Washington, D.C. urbanized area, the Washington Metropolitan Area Transit Authority (WMATA) will provide the Metropolitan Washington Council of Governments Transportation Planning Board (TPB) with the most recent transit ridership data from the 2002 Rail Passenger Survey to support the TPB's efforts to respond to FAMPO's request. Additionally, WMATA staff recommends that similar data be gathered from Virginia Railway Express (VRE), a Federal Transit Administration (FTA) Grantee via the Potomac Rappahannock Transportation Commission (PRTC).

Based on the FTA's guidance (See August 9, 2004 letter from FTA to FAMPO) and recent discussions between WMATA staff and the TPB, as a non-WMATA Compact Jurisdiction, we believe that the onus to provide any additional documentation to substantiate FAMPO's proposal for a new methodology for the allocation of Section 5307 formula funds rests with FAMPO.

As a designated recipient of Section 5307 formula funds, WMATA will continue to work with the TPB to ensure that the transit needs of the Washington, D.C. urbanized area are met in a safe, affordable and efficient manner.

Please advise if you have any further questions. Your continued support of WMATA is appreciated.

Sincerely,



Deborah S. Lipman
Director
Office of Policy and Intergovernmental Relations

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

A District of Columbia,
Maryland and Virginia
Transit Partnership



U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7269 (fax)
AUG - 9 2004

Federal Highway Administration
VA Division
400 North 8th Street, Room 750
Richmond, VA 23240
804-775-3320
804-775-3356 (fax)

Mr. Henry Connors, Jr.
Chairman
Fredericksburg Area Metropolitan Planning Organization
P.O. Box 863
Fredericksburg, VA 22404

Dear Mr. Connors:

This letter documents the discussion that took place at a July 22, 2004 meeting attended by Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) representatives, former Fredericksburg Area Metropolitan Planning Organization (FAMPO) Chairman Gibbons, FAMPO staff, and a consultant retained by FAMPO. The subject of the meeting centered on the planning and funding implications resulting from the recent addition of northern Stafford County to the Census defined urbanized area for the Washington, D.C.-Virginia-Maryland region. The discussion focused on federal funding apportionments, planning boundaries of Transportation Management Areas (TMAs) vs. urbanized area boundaries, and related TMA-related planning work activities.

The key issues discussed and positions reiterated by our HQ staff at the meeting are presented below. This information was previously provided to FAMPO by our respective offices in past correspondence:

- 1) Within the FAMPO planning area, only the portion of northern Stafford County lying within the Washington, D.C. urbanized area is required to accommodate TMA planning requirements. Those TMA requirements result from the 2000 Census inclusion of northern Stafford County in the designated TMA for the National Capital Region, for which the Transportation Planning Board (TPB) is the MPO. While FAMPO has expressed its desire to have northern Stafford County remain in its planning area, northern Stafford County is now part of the TMA administered by TPB. To that end, TPB recently approved a memorandum of agreement (MOA) with FAMPO calling for FAMPO to undertake all of the planning and programming responsibilities of northern Stafford County. Thus, to satisfy its TMA planning requirements, TPB will need to obtain the appropriate inputs from FAMPO related to northern Stafford County to incorporate into the TPB's congestion management system and unified planning work program. Also, because northern Stafford County is now part of the Washington, D. C. TMA, FAMPO's planning activities related to northern Stafford County need to be examined by the U.S. DOT triennial certification of the TPB planning process. The MOA, in fact, calls for DOT certification of the northern Stafford County portion of the TMA to coincide with that for TPB..

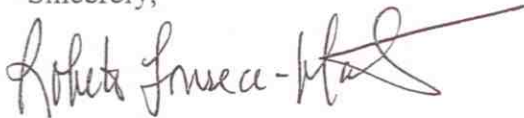
- 2) Absent a joint request from FAMPO and the Governor of Virginia, the Fredericksburg urbanized area cannot be considered for TMA designation by the Secretary of US DOT. Any decision by FAMPO to apply TMA requirements to its entire planning area is considered voluntary and does not affect the Fredericksburg urbanized area's TMA status.
- 3) Because the Fredericksburg urbanized area population is less than 200,000, its allocation of FTA Section 5307 funding is determined by the Governor, who must also consider the needs of all other small urbanized areas of the State. On the other hand, the Washington, D.C. urbanized area, which includes northern Stafford County, is over 200,000 and a portion of its formula allocation of Section 5307 funding is based on population data for northern Stafford County. FAMPO and the Stafford County may wish to coordinate with TPB and the FTA designated recipients in the Washington, D. C., urbanized area to identify an appropriate portion of those funds that might be spent to serve the travel needs of northern Stafford County. Any funds programmed by the designated recipients for projects in northern Stafford County would then be included in the Transportation Improvement Program (TIP). As discussed at the meeting, the Virginia Department of Transportation (VDOT), not FHWA, made the recent distribution of regional STP funds to the FAMPO area. FHWA simply clarified eligibility of the region for Regional Surface Transportation Program (RSTP) funding for VDOT. Neither FTA nor FHWA can ensure an allocation of either Section 5307 or STP funds to urbanized areas with populations of less than 200,000.
- 4) The proposed FY 2004 apportionment of Section 5307 funds for the Fredericksburg urbanized area (\$901,071), as published in the February 11, 2004, *Federal Register Notice, "FTA Fiscal year 2004 Apportionments, Allocations, and Program Information,"* is for information purposes only. This amount was estimated on the basis of urbanized area population and population density for that area (excluding north Stafford County) and is provided for reference only. As stated above, Section 5307 funds are apportioned by the Governor among the small urbanized areas of the State.
- 5) As noted above, the population of northern Stafford County was included in determining the formula-based share of Section 5307 funding attributable to the Washington, D.C. urbanized area. Because of this, the transportation needs associated with northern Stafford County should be considered when those funds are programmed in the TIPs developed by FAMPO and TPB for incorporation into the Washington, D. C., and Virginia State TIPs. The FTA Fiscal Year 2004 Apportionments, Allocations, and Program Information report identifies an apportionment of \$118,855,148 in Section 5307 funds for transit needs in the Washington, D.C. urbanized area. With a population of about 47,000, northern Stafford County represents approximately 1.2 percent of the 3.9 million people residing throughout the Washington, D.C. urbanized area. Although formula-based sub-allocation of Section 5307 funds within urbanized areas is inconsistent with federal law, this percentage may be

considered by local jurisdictions as an indicator of the level of travel needs in northern Stafford County, relative to the rest of the urbanized area.

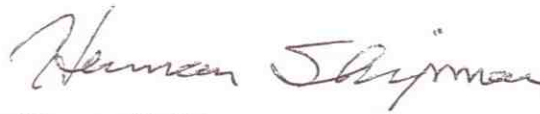
In summary, the Governor of Virginia has not requested TMA designation for the Fredericksburg urbanized area. Section 5307 formula funds in non-TMAs are allocated by the Governor among all small urbanized areas of the state. TPB, along with the FTA designated recipients in the Washington, D. C., urbanized area determine how Federal transit funds are spent in that urbanized area, which encompasses northern Stafford County. Therefore, FAMPO may wish to participate in the TPB planning process, as projects and programs serving the needs of northern Stafford County are eligible for a portion of the Federal funds apportioned to the Washington, D.C. urbanized area.

We hope this information is helpful to you. Should you require further assistance please contact either Jennifer DeBruhl of FHWA at (804) 775-3335, or Patricia Kampf of FTA at (215) 656-7071.

Sincerely,



Roberto Fonseca-Martinez
Division Administrator
Federal Highway Administration



Herman C. Shipman
Acting Regional Administrator
Federal Transit Administration

- ✓ cc: Robert Gibbons, Stafford County and FAMPO Policy Committee
Stephen Manster, FAMPO Administrator
Kathleen Beck, General Manager, FRED Transit
Phillip Rodenberg, City of Fredericksburg and FAMPO Policy Committee
Karen Rae, VA Dept of Rail & Public Transportation
Ron Kirby, WASHCOG

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION

Fredericksburg City
Spotsylvania County
Stafford County

Henry "Hap" Connors
Chairman

Stephen Manster
FAMPO Administrator

August 24, 2005

Mr. Ronald Kirby
Director of Transportation
Metropolitan Washington Council of Governments
777 North Capitol Street, N. E., Suite 300
Washington, D. C. 20002

Dear Ron:

Thank you for the recent discussions we have had and the voice mails regarding Federal Transit Administration ("FTA") formula funding issues. In this letter I would like to propose a methodology for allocating FTA funds apportioned to the Washington D.C.-Va.-Md. Urbanized area. These funds would be allocated for programming within our respective metropolitan planning boundaries. This methodology could be used for the upcoming fiscal year which begins on October 1, and also for subsequent fiscal years. I ask you to consider the idea that this allocation to FAMPO is not a matter to be resolved in the "Split Letter" which is used to distribute funds among transit operators in the TPB area through its TIP. Rather, this is a matter that must be decided between the two MPOs in a sub-allocation process.

As our MPO's have already agreed, the Washington UZA extends beyond the planning area of the Metropolitan Washington Council of Governments Transportation Planning Board ("TPB") into the planning area of the Fredericksburg Area Metropolitan Planning Organization ("FAMPO"). Therefore, mileage, population and population density measures for some of the planning area covered by FAMPO (specifically, in the North Stafford County, Virginia area) have the effect of increasing the funding levels for the Washington UZA under the FTA Section 5307 urbanized area formula program. These funds should be allocated to FAMPO. TPB and FAMPO both have responsibilities for programming federal funds for the parts of the Washington UZA within their respective boundaries and neither TPB nor FAMPO has the authority to program federal funds for projects for all of the Washington UZA.

We, at FAMPO, believe the FTA Section 5307 funds for the Washington UZA should be divided between TPB and FAMPO for programming in our respective TIPs. We believe the simplest and fairest method for accomplishing this division

is for TPB and FAMPO to agree upon such a division as outlined in greater detail below. After such a division, TPB and FAMPO can program funds within their respective planning areas accordingly. FAMPO's understanding is that FTA would readily accept such an agreement.

We believe the basis for a TPB/FAMPO agreement should be a determination of the amount of Section 5307 funds apportioned to the Washington UZA that are the result of factors from FAMPO's planning area. Each year FTA publishes "apportionment data unit values" in a table that is part of FTA's annual apportionments notice. These unit values are given in dollar amounts. These dollar amounts are then multiplied by factors such as population and various types of mileage measurements. Some of the data is readily available such as:

(a) The population for the portion of the Washington UZA that is in the FAMPO planning area. In FY05, this figure is multiplied by \$3.02529684 according to the FTA apportionments table.

(b) Fixed guideway route miles for the portion of the Washington UZA that is in the FAMPO planning area. In FY05, this figure is multiplied by \$34,324.00 according to the FTA apportionments table.

Other data, such as fixed guideway revenue vehicle miles, can be derived for each planning area without much difficulty. Therefore, we believe that on an annual basis, TPB and FAMPO can calculate with reasonable precision the amount of the Washington UZA Section 5307 apportionment that is the result of factors that are within FAMPO's planning area. At a minimum, this amount should be the population, fixed guideway route miles and fixed guideway revenue vehicle miles from FAMPO's planning area multiplied by the *apportionment data unit values* published each year by FTA.¹ In the near future, because of new service, bus revenue vehicle miles would need to be added.

Therefore, we propose that the amount of Section 5307 funds for the Washington UZA that should be available for programming by FAMPO each fiscal year should be equal to:

the (1) population; (2) fixed guideway route miles; (3) fixed guideway revenue vehicle miles; and (4) bus revenue vehicle miles, for the part of the Washington UZA that is in FAMPO's planning area, multiplied by the *apportionment data unit values* for each of the preceding factors as published each year by FTA in the Federal Register.

This proposal leaves out other, more complicated aspects of the Section 5307 formula. Although these would have the effect of increasing the amount allocated to FAMPO, in the interest of good faith, simplicity and ease of administration, FAMPO is willing to forgo those amounts until such time as other elements of the methodology can be developed and easily implemented.

Thank you very much for your attention to this matter and I look forward to your response to this proposal. I will be happy to meet with you to discuss this matter.

Sincerely,



Stephen H. Manster

¹ For example, our calculation shows that Virginia Railway Express has 13.75 route miles in FAMPO's planning area (i.e., 6.875 miles of track in two directions). Therefore, 13.75 route miles should be multiplied by the *apportionment data unit value* for fixed guideway route miles (\$34,324). This figure is \$471,955 (i.e., 13.75 times \$34,324) and represents one element among several that would comprise the amount for programming by FAMPO. Amounts for population and fixed guideway revenue vehicle miles (and, in the future, bus revenue vehicle miles) would need to be added.

**TRANSPORTATION PLANNING
CERTIFICATION
SUMMARY REPORT**

Washington, DC-VA-MD, Transportation Management Area

TRANSPORTATION PLANNING PROCESS

Prepared by:
Federal Highway Administration
Federal Transit Administration

Assisted by:
US DOT / Volpe National Transportation Systems Center

March 16, 2006

Review Findings

Agreements

23 CFR 450.310

The TPB has agreements with the State DOTs (Maryland and Virginia) and the District of Columbia DOT, the region's air quality agency, and the Fredericksburg Area Metropolitan Planning Organization (FAMPO), which also has authority over a portion of the designated metropolitan area. The agreement with the FAMPO does not, however, clearly identify how regional transit funds are to be divided between the two MPOs. Though relations between the TPB, WMATA, and the other transit operators in the region, including the Virginia Railway Express and Potomac and Rappahannock Transportation Commission, have been historically cooperative, no agreement exists between the TPB and these agencies.

Though not required by planning regulations, the TPB should work with the Baltimore area MPO (and other neighboring MPOs) to explore opportunities to build on current "ad hoc" coordination to expand and formalize planning for mutual long term transportation issues, including inter-regional commuting and freight movement. This might include developing new MOUs for determining shared planning methodologies, assumptions, and products and formalizing roles and responsibilities to ensure coordination.

Recommendation 1: The National Capital Region Transportation Planning Board (TPB) must work with the transit operators in the region to establish a formal written agreement specifying roles and responsibilities and how transit planning is being carried out in this region. Federal regulations require that these relationships be specified in formal agreements between the TPB and the States and between the TPB and WMATA and other transit operators. A new agreement should be completed in one year from the issuance of this report.

Recommendation 2: The TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) should work cooperatively to reach a resolution on the allocation and sharing of regional transit funds. The current agreement should be updated to address the cooperative work to reach a resolution on the allocation and sharing of regional transit funds. The amended agreement should be completed in six months of issuance of this report.