

**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.



FY 2003 Apportionment Formula for Formula Program Table 12

FEDERAL TRANSIT ADMINISTRATION TABLE 12

FY 2003 APPORTIONMENT FORMULA FOR FORMULA PROGRAM

Percent of Formula Funds Available

Section 5310:	2.4%	States - allocated to states based on state's population of elderly and persons with disabilities
Section 5311:	6.37%	Nonurbanized Areas - allocated to states based on state's nonurbanized area population
Section 5307:	91.23%	Urbanized Areas (UZA)

UZA Population and Weighting Factors

50,000-199,999 in population: 9.32% of available Section 5307 funds

(Apportioned to Governors)

50% apportioned based on population
 50% apportioned based on population x population density

200,000 and greater in population: 90.68% of available Section 5307 funds

(Apportioned to UZAs)

33.29% (Fixed Guideway Tier*)

95.61% (Non-incentive Portion of Tier)

--- at least 0.75% to each UZA with commuter rail and pop. 750,000 or

FROM THE ADMINISTRATOR

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STRATEGIC BUSINESS PLAN

GRANT PROGRAMS

RESEARCH & TECHNICAL ASSISTANCE

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REAUTHORIZATION

UNITED WE RIDE

greater
60% - fixed guideway revenue
vehicle miles
40% - fixed guideway route miles

4.39% ("Incentive" Portion of Tier)

-- at least 0.75% to each UZA with
commuter rail and pop. 750,000 or
greater
-- fixed guideway passenger miles
x fixed guideway passenger
miles/operating cost

66.71% ("Bus" Tier)

90.8% (Non-incentive Portion of
Tier)

73.39% for UZAs with population
1,000,000 or greater

50% - bus revenue vehicle
miles 25% - population 25%
- population x population
density

26.61% for UZAs pop. <1,000,000
50% - bus revenue vehicle
miles 25% - population 25%
- population x density

9.2% ("Incentive" Portion of Tier)

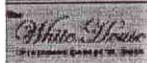
-- bus passenger miles x bus
passenger miles/operating cost

*Includes all fixed guideway modes, such as heavy rail, commuter rail, light rail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, exclusive busways, and HOV lanes.

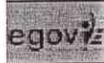
[TRANSIT GLOSSARY](#)



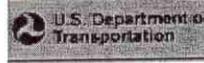
[PRIVACY POLICY](#)



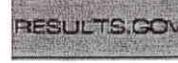
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FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION

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.

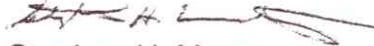
Therefore, we propose that the amount of Section 5307 funds for the Washington UZA that should be available for programming by FAMPO each fiscal year should be equal to:

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.



U.S. Department
of Transportation

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AUG - 9 2004

Federal Highway Administration
VA Division
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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.

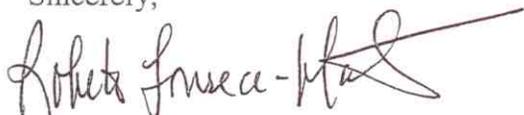
- 2) Absent a joint request from FAMPO and the Governor of Virginia, the Fredericksburg urbanized area cannot be considered for TMA designation by the Secretary of US DOT. Any decision by FAMPO to apply TMA requirements to its entire planning area is considered voluntary and does not affect the Fredericksburg 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.

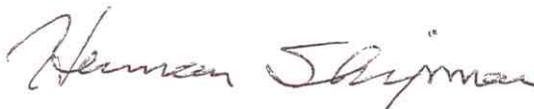
In summary, the Governor of Virginia has not requested TMA designation for the Fredericksburg urbanized area. Section 5307 formula funds in non-TMAs are allocated by the Governor among all small urbanized areas of the state. TPB, along with the FTA designated recipients in the Washington, D. C., urbanized 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

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD AND THE FREDERICKSBURG AREA
METROPOLITAN PLANNING ORGANIZATION TO CONDUCT THE
TRANSPORTATION PLANNING PROCESS IN
THE PORTION OF THE STAFFORD COUNTY THAT IS PART OF
THE WASHINGTON DC-VIRGINIA-MARYLAND URBANIZED AREA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated metropolitan planning organization (MPO) for the Washington Region; and

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) is the officially designated MPO for the Fredericksburg Area which includes the City of Fredericksburg and Spotsylvania and Stafford Counties; and

WHEREAS, the US Census Bureau's designation of the urbanized boundary for the Washington, DC-Virginia-Maryland urbanized area, based on the 2000 Census, places a portion of Stafford County in the Washington, DC-Virginia-Maryland urbanized area; and

WHEREAS, in the attached Resolution R22-95 adopted December 21, 1994, the TPB approved an agreement between the TPB and FAMPO that Stafford County be designated as completely within the FAMPO's planning area; and

WHEREAS, the Board of Supervisors of Stafford County and FAMPO have expressed their preference that all of Stafford County remain within the FAMPO planning area boundary; and

WHEREAS, the attached agreement has been developed to identify the TPB and FAMPO transportation planning responsibilities for that portion of Stafford County that is part of the Washington, DC-Virginia-Maryland urbanized area;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD hereby authorizes the chairman to execute the attached agreement with FAMPO to identify the TPB and FAMPO transportation planning responsibilities for that portion of Stafford County that is part of the Washington, DC-Virginia-Maryland urbanized area.

Adopted by the Transportation Planning Board at its regular meeting on July 21, 2004.

**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE
METROPOLITAN TRANSPORTATION PLANNING AND PROGRAMMING
PROCESS
IN THE PORTION OF
THE METROPOLITAN WASHINGTON URBANIZED AREA
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING
ORGANIZATION'S BOUNDARIES**

THIS AGREEMENT, made and entered into as of this 17 day of November, 2004 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D. C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area..

NOW, THEREFORE, FAMPO and TPB do hereby agree as follows:

ARTICLE I-FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

A. Transportation Management Area: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Metropolitan Washington Urbanized Area exceeds 200,000 in population and the Washington, DC-MD-VA area has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2000 Census of Population, the Metropolitan Washington Urbanized Area was extended into the northern portion of Stafford County - a member of FAMPO. The Stafford County Board of Supervisors has determined that it is in the best interest of Stafford County that all metropolitan transportation planning and programming functions for Stafford County be conducted by FAMPO. The FAMPO Policy Committee has agreed to continue to provide metropolitan transportation planning and programming functions as well as to perform those additional planning responsibilities required for the portion of Stafford County that is determined to be within the Metropolitan Washington Urbanized Area.

B. TMA responsibilities and process: FAMPO commits to be responsible for meeting the TMA responsibilities for transportation planning and programming requirements within the Metropolitan Washington Urbanized Area of Stafford County.

C. Organization and Policy Committee membership: FAMPO as an organization maintains a structure that grants voting membership on its Policy Committee to local governing body elected representatives, officials of agencies that operate or administer major modes of transportation and appropriate State transportation officials. FAMPO's Policy Committee commits to maintain such a structure in the future as well.

D. 3C planning process: FAMPO has developed and will maintain a continuing, cooperative, and comprehensive transportation planning and programming process as provided for by the Transportation Equity Act for the 21st Century (1998); Section 134 of Title 23 of the United States Code; 49 USC 5303; 23 CFR Part 450, Subpart C; 49 CFR Part 613, Subpart A; and in accordance with the constitution and regulations of the Commonwealth of Virginia. This process will continue to result in transportation plans and programs that consider all transportation modes and support community development goals in the FAMPO area. These plans and programs will continue to lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient and economic movement of people and goods. Such plans and programs include the development of a long-range transportation plan and a transportation improvement program (TIP) that provide compliance with the public participation components of federal law and regulation, meet the requirements of the Americans With Disabilities Act, and the Civil Rights Act, and provide an opportunity for at least one formal public meeting annually to review planning assumptions and the plan development process and an opportunity for at least one formal meeting during the TIP development process.

E. Congestion Management System: FAMPO will develop a Congestion Management System (CMS) which will provide a systematic process for identifying transportation system performance, usage, and efficiency, and proposed strategies to alleviate congestion, and for the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management as well as other strategies. Such a CMS will be developed for the portion of Northern Stafford County that is included in the Washington DC UZA. The process will be in place prior to January 1, 2005 and will be coordinated with the TPB.

F. Unified Planning Work Program: FAMPO will continue to provide and maintain a Unified Planning Work Program (UPWP), developed in cooperation with the State and operators of publicly owned transit that meets the requirements of 23 CFR part 420, subpart A. The UPWP will provide sufficient detail to identify who will perform the work, the schedule for completing it, the products that will be developed and the documented planning activities performed utilizing funds provided under title 23, U. S. C., and the Federal Transit Act. FAMPO will coordinate with the TPB in the development of the UPWP.

G. Planning certification: FAMPO acknowledges that a formal certification procedure by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is required to be performed in review of the transportation planning process

which covers part of an urbanized area subject to the TMA regulations. FAMPO will cooperate and participate in the formal review process in accordance with the FHWA and FTA regulations and procedures to assure conformity of plans and programs as identified in 40 CFR part 51. FHWA and FTA will coordinate such reviews to coincide with TPB's triennial certification review.

H. Air quality responsibilities (one-hour standard): Stafford County was identified as part of the Washington Metropolitan Statistical Area (MSA) following the 1990 Census of Population and as a consequence it was determined to part of the Metropolitan Washington Ozone Nonattainment Area for the one hour standard. Stafford County participates with the Metropolitan Washington Air Quality Committee (MWAQ) for the one-hour standard (which is anticipated to be phased out by mid 2005). FAMPO shall continue to coordinate its transportation planning and programming air quality responsibilities, for the one hour standard, with TPB to ensure that a transportation plan is developed that conforms to air quality standards for the area and the State Implementation Plan, as outlined in the agreement dated December 12, 1994 (attached to this document), as long as that standard remains applicable under federal regulations.

I. Air quality responsibilities (eight-hour standard): In 2004, regulations for the eight-hour air quality standard were released by the U S Environmental Protection Agency. Spotsylvania County, Stafford County, and the City of Fredericksburg were determined to constitute a separate non-attainment area under the eight-hour standard. FAMPO assumes the responsibilities for the transportation planning and programming process under the eight-hour air quality standard for the entire FAMPO region, including Stafford County.

J. Implementation of the functions, responsibilities, and duties identified in this agreement: Implementation shall be as described specifically in the annual unified planning work program for FAMPO and the TPB.

K. FAMPO transportation planning area: The transportation planning area boundary for the FAMPO transportation planning process shall include the City of Fredericksburg, and Spotsylvania and Stafford Counties in their entirety (current boundary), unless a boundary modification is approved by FAMPO and the Governor.

ARTICLE II- COORDINATION OF PLANNING ACTIVITIES

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce required planning documents on the same cycle, as determined by TPB's current planning cycle.

ARTICLE III-TIME FRAME OF THE PROCESS

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

ARTICLE IV-TERMINATION

This AGREEMENT shall be terminated upon the occurrence of any of the following:

The provisions of this agreement maybe repealed by the mutual agreement of the FAMPO and the TPB with not less than ninety (90) days written notice to the other party and to the FHWA and FTA.

ARTICLE V-AMENDMENTS

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to a formal review by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

Chairman, FAMPO

WITNESSED BY _____
DATE _____

SIGNATURES ON ORIGINAL.

Chairman, National
Capitol Region
Transportation Planning Board

WITNESSED BY _____
DATE _____